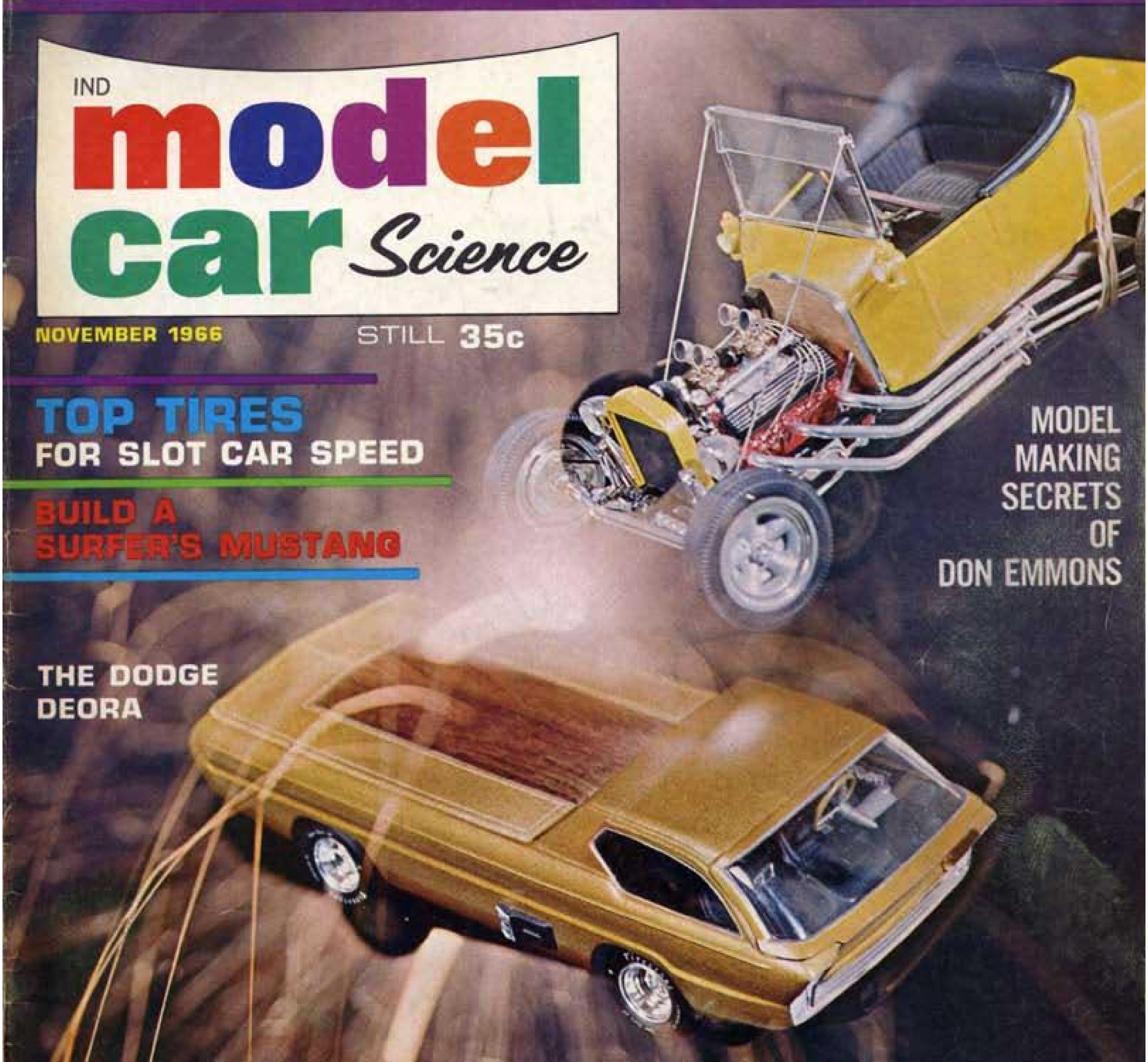
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Volume 4, Number 11 **November, 1966**

ON THE COVER — One thing you've got to say for us is that we're different. And it ain't always easy. Like we could've rerun last month's cover . . . but we didn't! Instead we spared no expense and called in Chan Bush, the world's greatest photographer (actually!), and Phil Willen, who's next best. Chan burnt up the Deora, .while Phil got 'run dover'. Hmmm?



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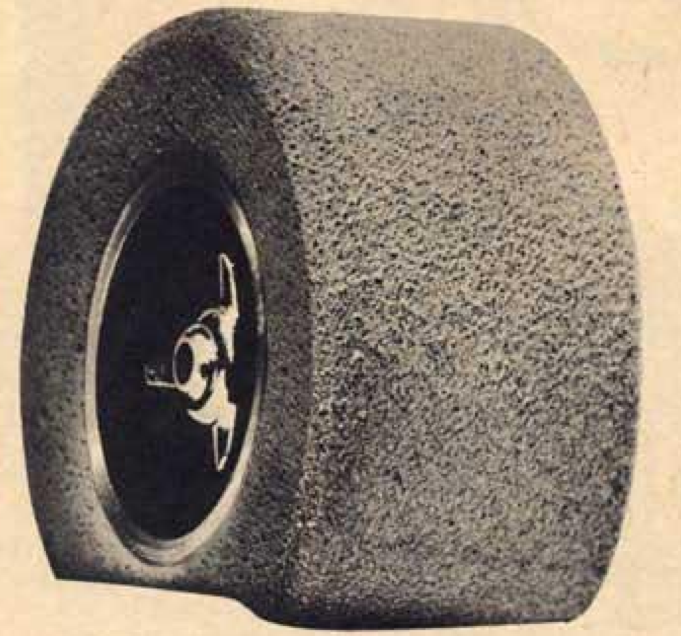
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MODEL MAIL*

AN ELECTRIC GOLF CART?

How about an article on how to build a model of an electric golf cart? If this is not possible, please write me a letter and tell how to at least start.

Steve Leighty
Augusta, Kan.

Hmmm. We really don't know what to say! No doubt you'll want to race this gadget in the Prototype class, right Steve? We really don't think enough guys would be interested, to warrant an article, except you and Dallas Cain. You'll have to go this one alone Steve!



COMMERCIAL H.O. TRACK

I would like to know if a commercial H.O. raceway exists, and if not, why not? Also, I hear talk about an H.O. scale Chaparral 2-D. Is this true? If so, who makes it?

Kenneth Sitz
Schenectady, N. Y.

Sure, Ken, there are quite a few commercial H.O. raceways around; at least there are a couple here in L.A. Surely there must be one in a city the size of Schenectady. If not, tell your local track owner to check Aurora's new big-sized H.O. layout.

Aurora makes a 2-D Chaparral, for just $2.98. It sells under part number 1377 and should be on your dealer's shelf right now.

MORE 1/32 SCALE PLEASE!

I enjoy your mag every month, but can't find anything about 1/32 scale anymore! Come on guys, let's loosen up a bit. There are a lot of us home-

scale fans around you know!

Tony Arnold
Conroe, Tex.

Sorry about that Tony. 1/24 is coming on so strong lately perhaps we've been ignoring you. We've got a lot of 1/32 scale enthusiasts on our staff, so we'll give them the "green light" and answer your requests real soon.

SOME MOTOR SWAPS ARE BAD NEWS

I'm a real fan of yours, and want your advice. Is it possible to install a Globe SS-91 motor in a 1/32 Cooper-Ford? Is there any other motor besides the Monogram X-100 motor that could be adapted to this car?

Chris Dale
Montpelier, Vt.

Forget about putting the Screamer in that little chassis, Chris. Americans seem to have a passion for stuffing big powerplants in small cars, but in this instance we say forget it! A big powerplant only weights the car down and makes a mess of its balance. Anyway, what's wrong with the Monogram X-100? Why not just "heat it up" a bit. You could install ball bearings, rewind the armature, change the timing, place the magnets closer to the armature, install stronger springs and silver brushes, etc. We have run a lot of articles on such hop-ups in the past, and we'll probably do so in the future. Best of all, these modifications don't add to the weight! It just makes it go faster.

LIL' DUDE LOOKS GOOD!

Your Lil' Dude project is a gas! How about tinting the windshield with some of that transparent Testor's stuff, wiring the engine, and installing some chrome mags. Also, a purple metalflake paint job would look cool. White felt on the floor, door panels, and seats would really finish it off, don't you think?

John Casserly
St. Louis, Mo.

We finished Lil' Dude in September, John but frankly, we wouldn't be surprised to see another version of it soon! We have been absolutely buried with mail concerning this pet pickup! There are so many good ideas, that we've started on Lil' Dude II! Watch for it.

HOME TRACKS ARE THE BEST

In the 1966 Model Car Racing Handbook, you had an article "Build A Home Track." Do you have plans I can buy? I need complete information, such as wiring plan, bill of materials, and like that.

Dennis Dietrich
Smallwood, N.Y.

We always recommend two books for enthusiasts such as yourself, Denny. "The Art Of Track Building,"

Continued on next page

and "The Rayline Portfolio Of Track Designs," both available from Rayline Slot Racing Co., PO Box 1738, Thousand Oaks, Calif. 91360. The pair sells for $4.00, plus 35c handling. Everything is included, such as wiring diagram, bill of materials, one dozen scale drawings of 2, 3, and 4 lane tracks, and a complete "how-to-build-it" section.

WOULD-BE ARTISTS?

You've got a swinging mag, but there's one thing you could do to improve it! How about an extra page in, just for drawings of cars that us guys dream up?

Jim Stoner
(No Address)

We'll give it some thought, Jim. We'd need drawings done in black ink on clean white, unruled paper. If you fellows feel like sending some in, we'll see if we can get enough together for a spread.

CAN'T GET GLUE!

I have a problem that may seem small to you, but it's not to me! I can't buy glue anywhere around here! Is there a club run by MCS for model builders that I could enter, so I can get this stuff?

Baltimore, Md.
Chris Donahoo

Good grief! We can't understand why you can't buy glue in Baltimore, Chris, unless they've passed a law outlawing the stuff. Anyway, we ain't got no such club! Why not just send the price of the glue to a mail order house? They'll be glad to handle your order, no matter how small it is. Check our ads.

HERE'S CHROME - AND IT'S E-Z!

In reading your March '66 edition of MCS, I noticed in your "Model Mail" section (page 6) that one of your readers wants to know how he can chrome plate parts of his scale models. In answering him, apparently you were unaware of E-Z TRIM. So enclosed, please find a sample sheet of E-Z TRIM Silver, to try.

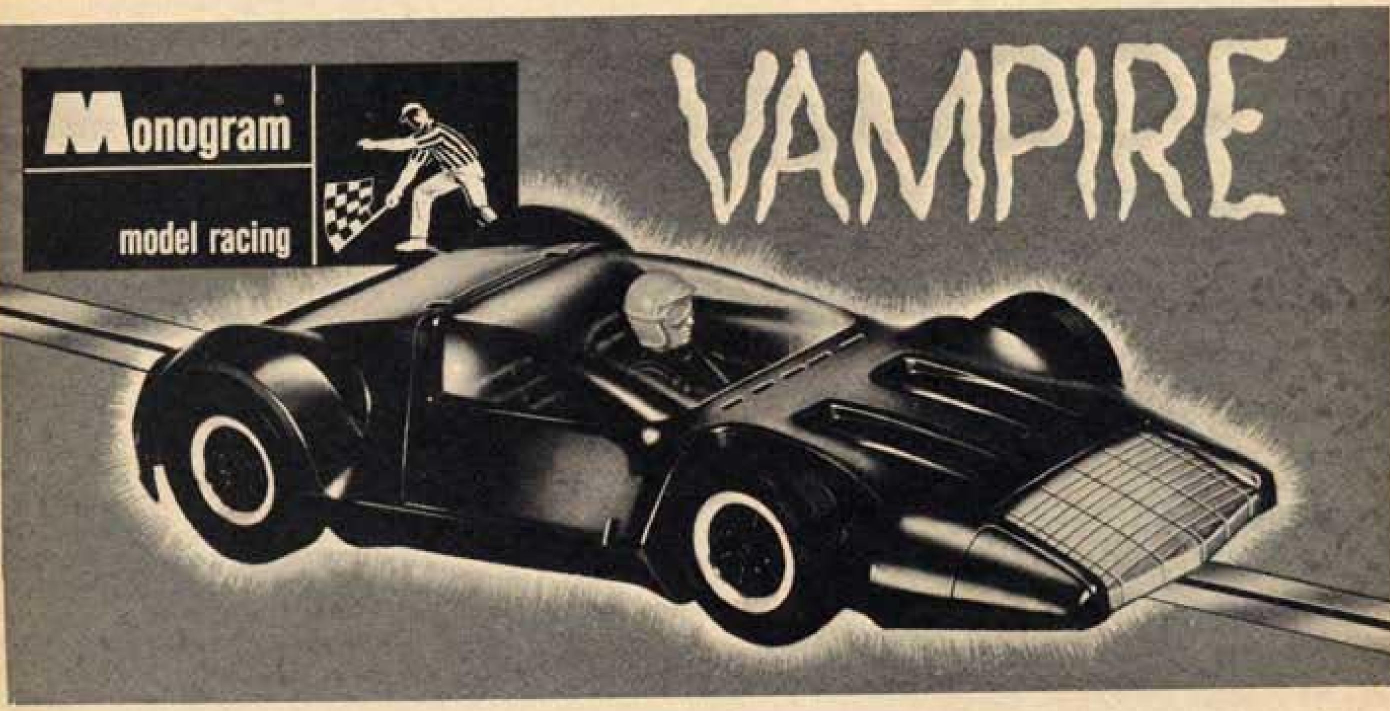
If you have any questions, we look forward to hearing from you. Also, when you are satisfied with the results, perhaps you could consider recommending our firm in the future, to readers such as Randy Kolb.

Daniel Grimes
Model Accessories Co.
P.O. Box 42074
Portland, Ore. 97242

We sure will Mr. Grimes! The E-Z Trim that Mr. Grimes sent us works great! It consists of a sheet of chrome plated-appearing, foil, 3 x 5". All you have to do is cut the foil to whatever size you want, peel off the backing, and stick it on! It looks great! Two 3 x 5" sheets of Gold foil cost 65¢, and 5 sheets of 3 x 5" Silver (Chrome) foil costs just $1.10. We highly recommend E-Z TRIM to all model builders.



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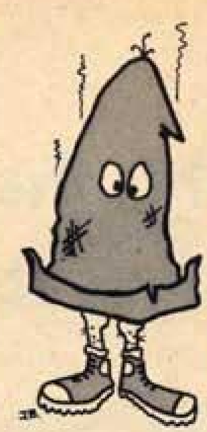
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THE WORD from the PIT

By SPEEDY GONZALES
(Fastest Thumb in the West)

IT'S SPEEDY PREACHING TIME! Up on the old Tijuana soap box. There. Now a little bit of Speedy's throat spray, (STP under pressure) and here I go!

Okay, this is a serious matter, so pay attention. I guess by this time it's no secret that a lot of racing centers are in serious trouble, or maybe have even "gone under". Before you "tsk tsk" a couple of times and shake your head, stop and think just a miunte. When was the last time you poked *your* head in the door of your local center to actually *buy* something, and not just look around? Or are you one of those fellows who trundles right on past the racing center, and goes next door to a "discount store" belonging to one of the multitude of nation-wide chain operations? Once inside I know exactly what happens. You whip over to the hobby section, pick up a kit that sells at your friendly dealer for $10.95, and race through the check-out stand, plunking down only 8.99. Sweet deal, eh man? Sure, but darn, the discount house doesn't carry gears, or wheels, or tires, or any of the other "little" items like some helpful advice on tuning.

But why should you care, right? You saved $2 on the transaction, and money is money. So you do this a time or two, and you tell your friends about the keen deals at the discount joint, and *they* all buy there. After all, that raceway dealer has a lot of nerve, wanting that much money for his stuff, right?

But suppose one evening you and your friends barrel up to the raceway and bump your nose on the door! The sign on the glass tells the story – CLOSED – GONE OUT OF BUSINESS!

How could that be, you say! We gave good ol' Charlie a lot of business! Why, we used to buy all of our glue from him, to put our discount store specials together! *Now where the heck are we going to race?*

That's *your* problem, buster! You got into this fix yourself! If you don't patronize your dealer, you can't expect him to stay open and lose money every month, just so you and your friends have a place to race! Maybe he'd like to, but he's gotta eat!

If you want to see the sun shining every morning, you have to wake up in time amigos! *Now* is the time to wake up to the facts of life. The dealer's problems are your problems too.

Slot racing has a problem elsewhere, too. About a month ago I blew my pointed head about the death-watch beetles who are always screaming that the sky is falling, and that slot racing is doomed. And then there was that problem about N.Y. City! There are mis-guided citizens there with a case of the "witch hunts" the likes of which you can't believe! When a business man attempted to open a new raceway center in the East Flatbush section of Brooklyn, members of certain civic groups banded together and appealed to the City Planning Commission in outraged indignation and demanded that this new center, and a lot of existing centers, be banned everywhere except Coney Island and other amusement areas! According to these well-meaning people, slot racing was the source of glue sniffing, gambling, and it can even turn your brains into oatmeal!! (I'm just kidding about that last bit, honest!)

As silly as it seems, the city government has yet to make a decision, and the fate of the raceway center in greater New York is still up in the air.

If the "Ban-The-Thumbers" win, it means that existing centers in New York would have to relocate (at unsurvivable cost). New centers could only be operated in large shopping centers . . . outside the city.

To strike a blow for justice, I made a plea for letters from you readers, letters which would help sway these jumpy citizens into a more sensible state of mind. I am happy, dear fans, to report that you've all done a great job. These little post cards, which are pouring into the Hobby Industry Association headquarters, are giving Mayor Linsay something to wonder about. But don't stop now! Keep those cards and letters coming. Send them to the Hobby Industry Association of America, 200 Fifth Ave., New York 10, N.Y. Tell them what's on your mind! yeah!!



There are only 29 things we can tell you about our new ready-to-run car.

1. It comes in 6 different 1/24 scale body styles: Ford GT-40 Roadster, Ford GT-40 Coupe, Lotus 30, Genie-Ford, Chaparral II or Lola 70.
2. The rear tires are pre-cemented, pre-sanded, sponge racing slicks.
3. They're sloped 1.5° from inside to outside so you keep more rubber on the track when the car lifts on a fast corner.
4. The mag wheels have individual knock-off nuts.
5. The front wheels rotate independently, so you stay in the slot longer on the curves. (With a solid axle, the wheels pull against each other in the curve, and tend to pull the guide out of the slot.)
6. The gears are made of a new super-tough Delrin® that outwears the usual metal gear.
7. They're also quiet and self-lubricating.
8. The axles are stainless steel, with .001 concentricity.
9. The super-torque motor is pre-tested at the factory for both rpm and torque.
10. It's sidewinder-mounted for the best power-to-track efficiency.
11. It has a quick-change strap, so you can change in a hurry during a hot Enduro.
12. In fact, you can change the motor, swing arm and guide assembly during an Enduro, and only lose 3 or 4 laps.
13. If you practice.
14. The guide arm is tensioned by piano wire to keep you in the slot longer.
15. It has an "up-stop" so the guide can't pop too far out of the slot.
16. It has a "down-stop" so the guide arm can't flip down too far and break during an accident.
17. It has a quick-change plastic clip, so you can change the complete guide arm assembly and only lose one or two laps.
18. If you don't get excited.
19. You can change the braid quickly and easily from the bottom of the car. No need to remove the body.
20. The detailed 1/24 scale body is high-impact, lightweight, vacuum formed plastic.
21. It has quick-change body clips, so it goes off and on with a snap.
22. It comes complete with decals and cockpit cardboard.
23. It's pre-painted in both metal flake and frosted colors.
24. The chassis is lightweight, rugged .40 gauge aluminum.
25. It's a new "offset" chassis design. The motor is centered, so the weight is distributed equally for better handling. (With the conventional chassis, a car is 8 to 9 grams heavier on one side.)
26. It's low-slung for extremely low center of gravity.
27. Each car is pre-tested at the factory, on a 150 foot test track adjoining the production line.
28. It only costs $12.95, and you can get it in a kit for $10.95.
29. It's a very nice car.

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MODELERS' QUESTION SESSION

By Don Emmons

Q. I am writing just to tell you that I like your step by step articles showing how to build those great custom model cars. I hope that you will show your readers how to build some sports cars (J Honker, Mako Shark) since most of the model companies do not make some of the better sports cars. I hope that you will devote more of your magazine to models rather than slot cars.

STEPHEN TOM
Fresno, Calif.

A. *We are glad, of course, you like the step by step articles. And we like hearing from you people out there. It helps us know what you like to see in model construction.*

Many model companies are going into the sports car field to some extent. The leader here is Industro Motive with three very sharp ones. The newest being the Ford J car with all the goodies like steering, working doors, etc. Their other two kits are the Lola T-70 and the Ford GT. MPC has the Mako Shark coming soon and should be a very good one. Aurora has a line of good sports cars that consists of the XKE Jaguar coupe and convertible, Maserati 3500 GT, Ferrari Berlinetta, Ford GT, Aston Martin DB4, and the James Bond Aston Martin. That's about it for the complete kits, but some companies are also going into shelf model versions of their slot cars. Namely, AMT, Cox and Monogram. These kits are not the super detailed ones with full chassis and engines; rather they consist of very well detailed bodies. They include wheels, tires, chrome parts, and belly pans. The idea being that when they are assembled with the pan in place, they look just as sharp.

Q. I would like to know if a scale model of the 1928 Model A Touring top is on the market. If so, which company makes it and is it available in Canada?

DOUG CAMERON
Edmonton, Alberta
Canada

A. *The closest thing to the '28 Model A Touring top would be the top that comes with the Monogram 1930 Model A Phaeton kit. The kit costs $1.98, and should be available at most hobby shops. If not, perhaps they can order it for you as this kit is still in production. Or you can order it from Auto World.*

Q. I am planning to build Monogram's '30 Ford Coupe kit. I would like to know where to find the following parts: chromed front end suspensions and steering, chromed drive shaft and rear end, chromed headlight housings and very fancy chromed wheels (steerable preferred).

Where can I find a suitable mill for this rod, preferably with 6 carbs? Will it be hard to install? If so, please give me full directions including chassis modifications.

Just sign me a modeler with problems.

BOB EVANS
St. John's, Newfoundland,
Canada

A. *I checked out some kits I thought would help you and think your best bet is Monogram's Little "T" kit. It has just about everything you are looking for in one kit. The kit has a very nice chromed tubular front axle with working steering and very well detailed backing plates. It also has a chromed quick-change rear end with a chrome Model A rear spring. The rear backing plates have radius rods cast to them. The radius rod will work; except the bracket that fits to the frame will have to be cut apart. Cut this apart leaving both the radius rod and the bracket intact. Set the rear end into place and mark the location for the bracket, then it can be glued to the frame rails.*

It is difficult to advise you on the headlights as you didn't state whether you are building it fenderless or not. If you plan to keep the fenders you could use the stock light bar, cutting off the stock light units and replacing them with the smaller hot rod units in the Model A kit. These should be cut off the mounting brackets and glued to the light bar. You might like to cut the license plate frame from the light bar. If your rod is to be fenderless, you can use either those in the "T" kit or the "A" kit. For the chrome wheels I suggest the "T" wheels and tires. These will work much easier than having to rework some from other kits. If you like mag wheels, you can pick up a set from Monogram's Lil' Coffin kit. A suitable engine for the car is a Chevy.

I know the Model A kit has a Chevy engine, but I suggest using the engine from the "T" kit. The engine is a little better detailed and the accessories are better for your purpose. Also, you get the 6 carb set up with this engine. It will not be at all difficult to make up some small motor mounts from scrap plastic.

I hope this helps in the construction of your rod. I stayed with Monogram kits because the different parts will interchange much better than trying to rework another manufacturer's components.

Q. Which paint should I use to give parts a cast or unpolished look? I want to paint some parts such as spokes of American Mag wheels, blowers, valve covers, etc. What do you use for this? MCS is real boss. Keep up the good work.

JOHN MILLER
Tampa, Fla.

A. *There are two different ways to give a flat metal finish to model parts. You can brush on Pactra's Flat Aluminum paint that comes in small jars (15¢ size) or you can use a spray can of Base Silver for candy paints. Some parts will have to be painted by brush like the spokes of wheels where the rims must maintain the chromed finish. You can also mix some flat black with the aluminum to get a darker shade which looks good, too. When spraying the part, hold the can back a little farther than normal so as to spray the paint on 'dry'. This gives a better metal look.*

Q. I am building a wild gasser using a '57 Chevy kit. I have the front end cut apart and the hood glued in place. My question is how can I tint the windows red or blue to make my model look like those on real drag cars? Will this be very hard to do?

JACK MORGAN
Portland, Ore.

A. *Tinting the windows will not be at all difficult. First select the color you want for the windows and get a spray can of candy paint in that color. You should spray the inside surface of the window unit and it must be very clean and free of dust particles or they will show up on the finished job. It takes only a light coat of paint to give a good tinted effect and you must be careful to put on an even coat. The object of spraying the inside surface makes the clear plastic look like real colored plastic windows on the outside. Take your time, and remember the amout of paint you use determines how dark the windows will be.*



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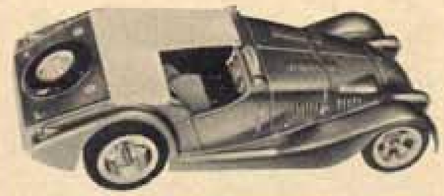
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NEW TO SCALE



"Racy" British styling, faithfully authentic and beautifully detailed, is going to make this '63 Morgan Super Sport body really hot with the concours crowd (see MCS, Oct. issue, p. 32). Features detailed dash panel, rear spare wheel, vents on bonnet, and long, low slooping front fenders. It's really something else! In 1/24th for $1.49; made by the Pactra Co., 6725 Sunset Blvd., Dept. MCS, L.A., Calif. 90028.



They took the Toronado and went one better . . . that's the all new "Modified Toronado Stocker" from Classic. 1/24th body has been specially redesigned to handle a pair of big, fat rear slicks, and a running-gear-chassis combination that's based on all the best speed equipment used with proven Classic winners (Manta Ray, Viper, Asp, Astro V and Batmobile)! For stores and prices write: Classic Ind., Inc., Dept. MCS, 3962 Landmark St., Culver City, Calif.



Carrera goes candy apple red, for a trackmover that's a wild show-stopper. It's BZ's new Porsche in 1/24th; a real looker on the outside that's built for FAST on the inside. Comes with such proven speed gear as the BZ-1000 9-volter, Weldun running gears, chrome plated steel chassis, black mag-type wheels, and 3-prong knock-off hubs. For stores, price and more info write: BZ Industries, Dept. MCS, 1234 Franklin Ave., El Segundo, Calif. 90245.

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Loaded with power and gaited for the tightest turns—that's PIRANHA Mark II by INTERNATIONAL, a Ready to Run that chews up the opposition.

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MULTIPLE SCLEROSIS GREAT CRIPPLER

Strikes At Young Adults

Multiple sclerosis is "the great crippler of young adults." An estimated 500,000 Americans, young adults, mothers and fathers, in the active years of community and family service between 20 and 40, have been stricken by MS and related diseases. Cause, prevention and cure remain unknown. The National Multiple Sclerosis Society fights MS through programs of national and international research, community patient services, and public and professional education.



The fastest thing in home racing is the new Sara Dragging rig. Three complete kits to choose from; a single-slot 24-footer, a two-slot 30-footer, and a two-slot 60-foot layout that gives you a full quarter-mile for 1/24 scale speed. Track surface comes pre-cut, grooved, and painted. All you do is put it together and watch your machinery peak out. More info can be had from: SARA, Dept. MCS, 2400 Greenleaf, Elk Grove Village, Ill.



Make that spray can a pro-handling paint gun. Just add on Auto World's Pistol Grip Spray Handle and start firing. The cost, including packing and postage, is just $1.33. And the extra control you get when you spray paint is easily worth every cent. And if you're not happy, you get your money back. It'll handle all spray cans up to and including the 35 oz. jobbers. To try it, write: Auto World, Box 961, Scranton, Pa., 18501.



Want a kit that'll put you in orbit? This is it! Hawk's new "Vanguard" model satellite, an amazingly authentic scale copy of the famous orbiter that put the U.S. in the space business. Fully detailed, with all those strange astro mechanism thingies; it's something like a challenge and a half, for only one little dollar ($1). Ask your hobby dealer, or write: Hawk Model Co., Dept. MCS, 4600 N. Olcott Ave., Chicago, Ill.



One of the craziest customs ever, a winner at every show it's entered . . . that's the "Uncertain-T." Now Monogram has it in 1/24th; complete with Buick mill, Harley Davidson cycle front wheels, American Mag rear wheels, M&H slicks, diamond tufted buckets, and more, more. We've seen both the Steve Scott original and the new kit . . . and we're impressed! A real detailer's bargain for only $2.00.



Front and rear spring suspension of the new DynaFlex chassis makes Dynamic's "Swinger" kit car a pure dream to drive. If you can race, this machine will put you in the winner's circle. The combination of light weight body, "springie - thingie" suspension, high-torque power plant, and Dynamic's famous hinged tongue gives you a fast, track-hugging hauler. And at $9.95, it's too cheap to miss. Try it. It's fun to win for a change.

THE DEORA!!

AMT'S NEW "DODGE FOR TOMORROW'S GARAGE"

By DON EMMONS

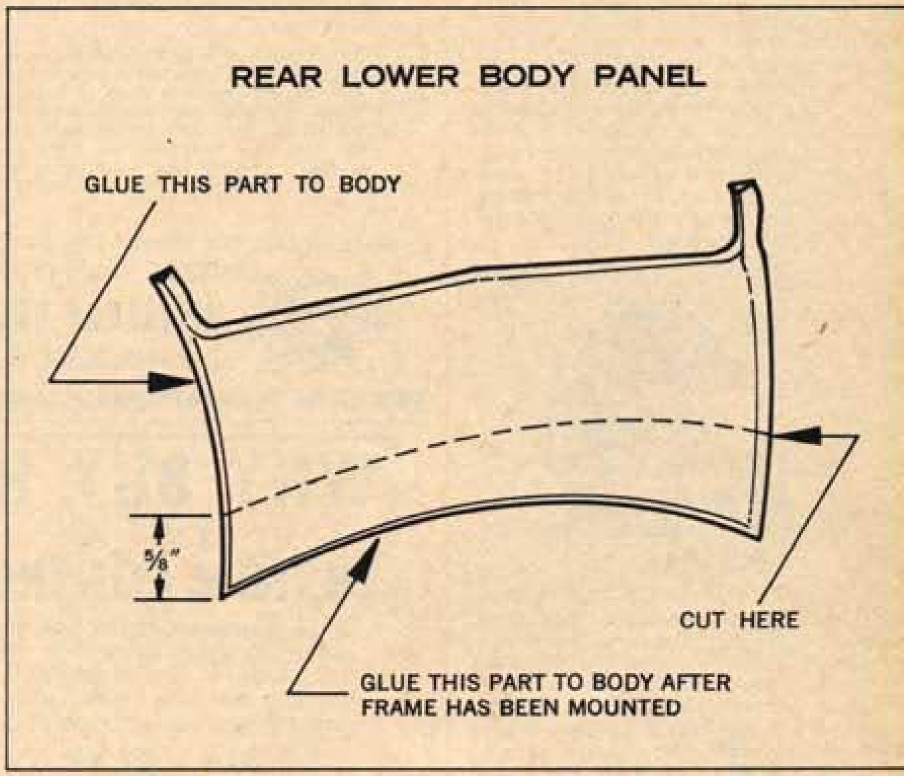
The Deora truck is one of the wildest customs to come out of the Alexander Brothers' shop. Or for that matter, to hit any car show floor. The "A" Brothers have spent a great deal of time making certain this truck is "way out" and "way out" it is. It's hard to believe this started life as a stock Dodge A-100 compact truck. This beauty is definitely a show winner and should bring its builders a great many top show trophies.

Speaking of trophies . . . you should be able to bring home your share when your model is finished. I'll show you a few things that can be added to make a good kit even better. A little of your time spent in detailing can manke it look like a perfect small size version of the real hauler.

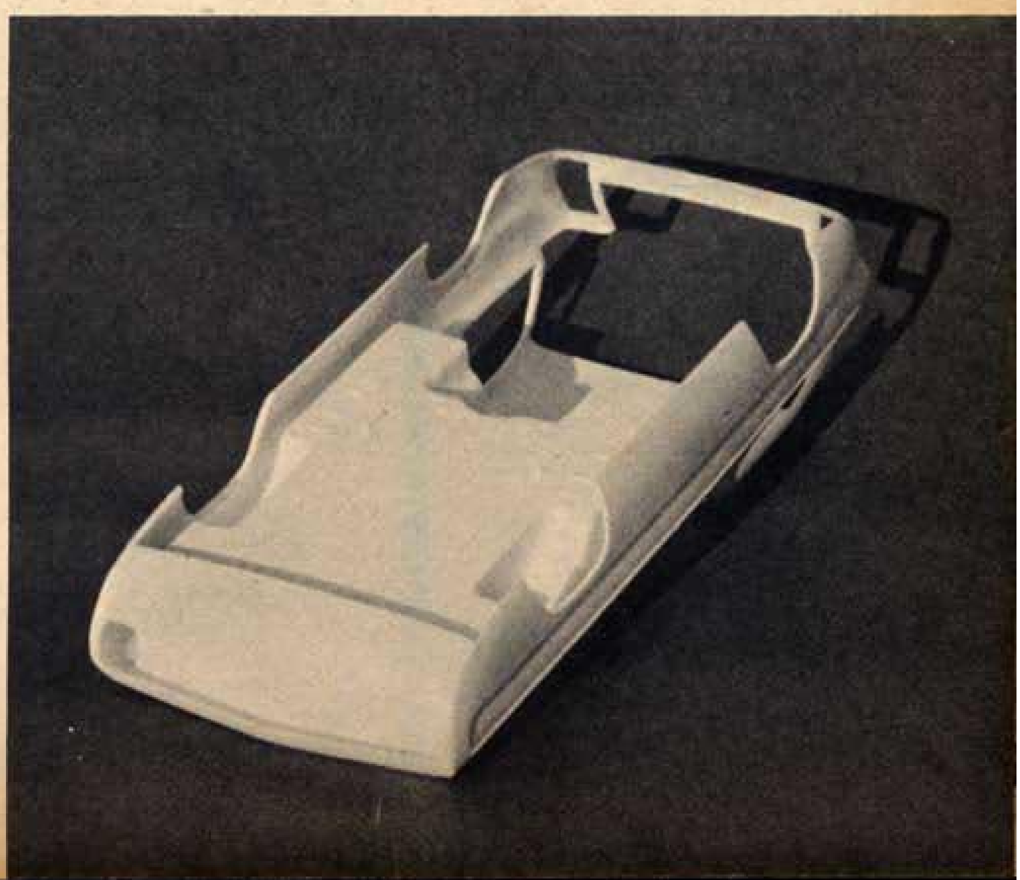
There is one place, the rear pan, that needs reworking. By cutting this unit into two parts, the upper portion can be fitted into place before the body is painted, making for a much neater job. This will allow the frame to be fitted into place and then the other half glued in.

The model was painted with AMT Aztec Gold Metalflake and the interior is flat black. The seats and side panels were rubbed with a cloth to give more gloss.

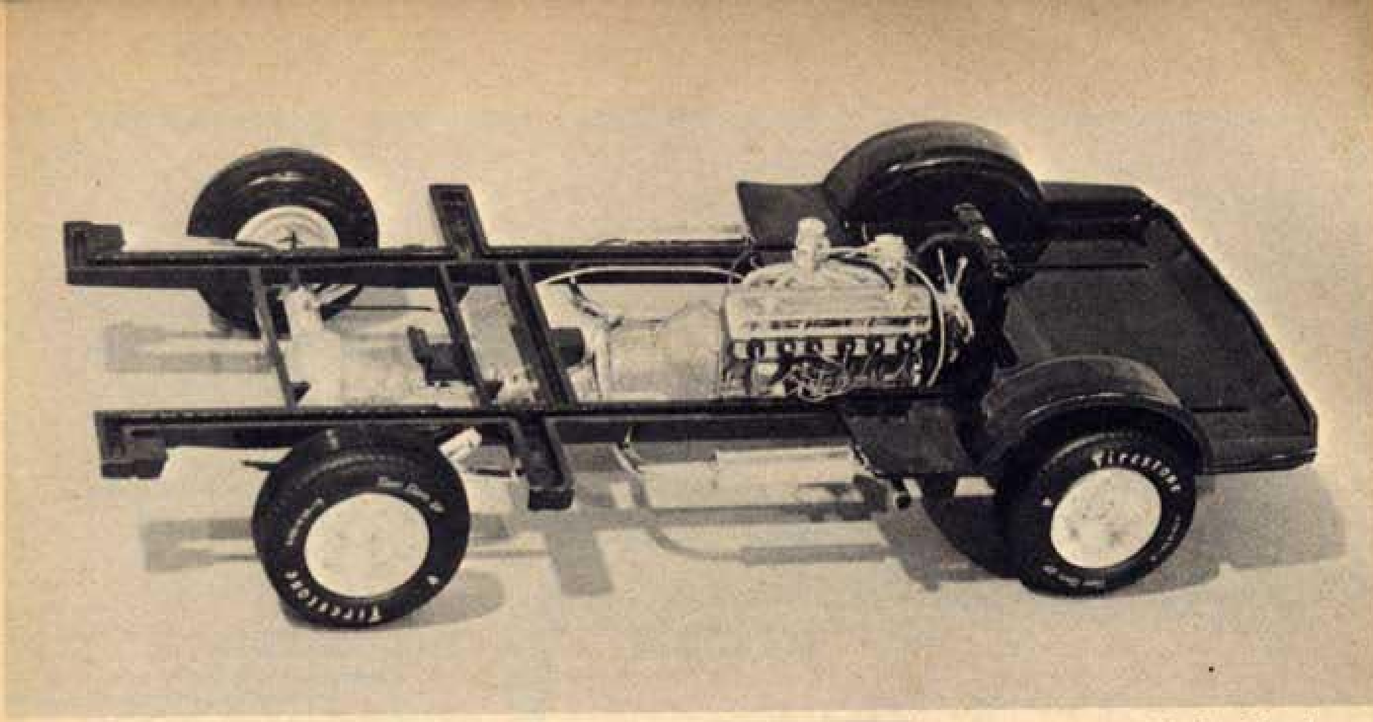
This truck went right along with the newest trend of using woodgrain in the interior. A piece of wood is fitted to the center portion of the interior above he engine compartment. It also has wood fitted to the bed cover and the rear grille. Candy Red paint is applied to the flat portion of the rear grille. This section is just above the flat panel that tapers in from the bottom edge. The

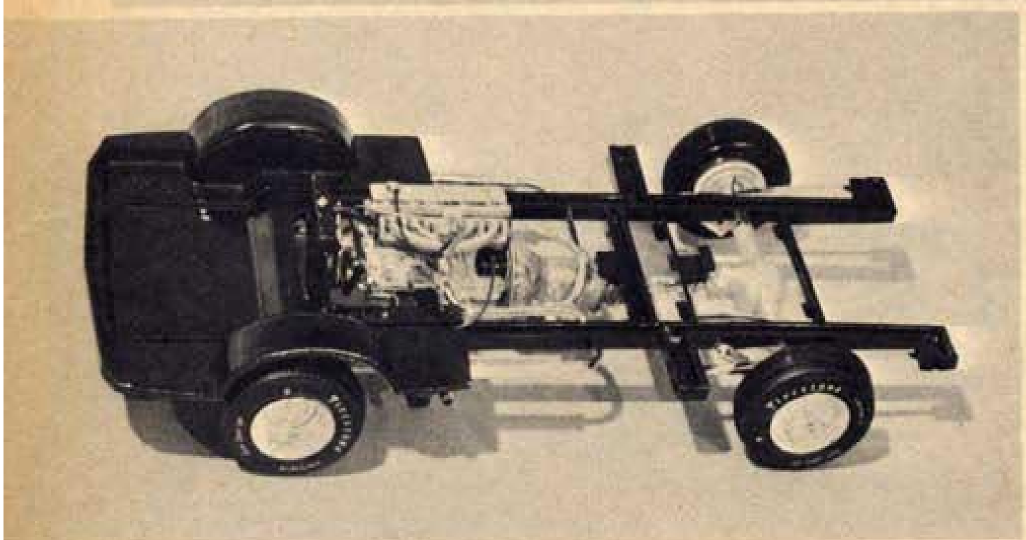


Mark 5/8 inch in from front edge of rear pan, repeat on other side. Then draw line across part. Use Razor saw to cut apart.



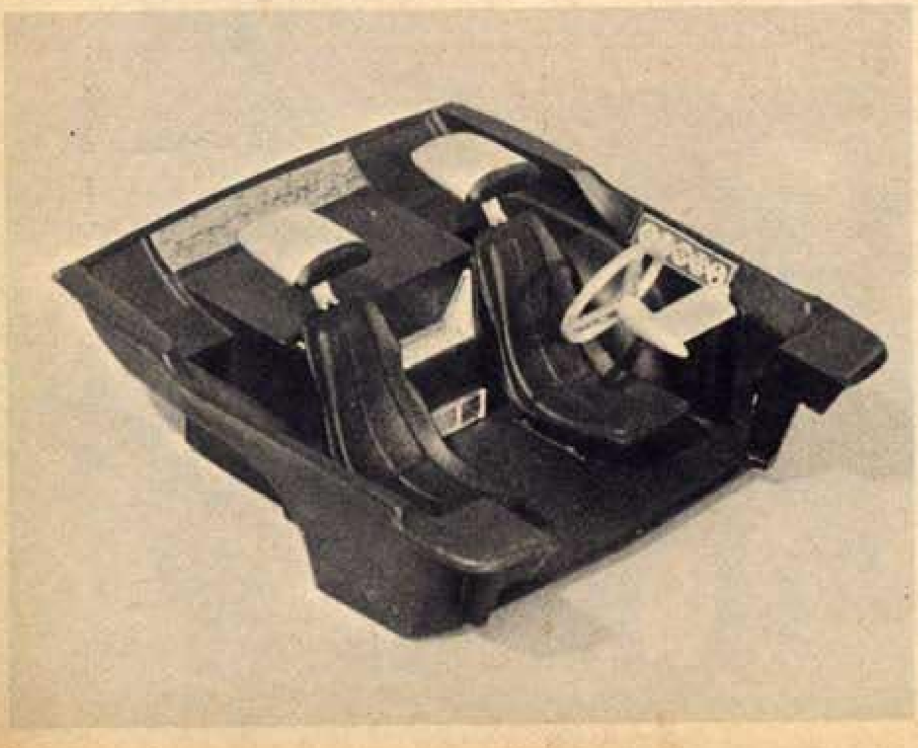
Glue upper portion of rear pan into place and allow to dry. Apply putty to edges as needed. Sand with #400 sandpaper. Now the body can be painted with the rear section intact.





Frame was painted black and engine block is gold metalflake. Distributor has been fitted with thread to simulate spark plug wires. Radiator hoses are small gauge electrical wire which was painted Flat Black.

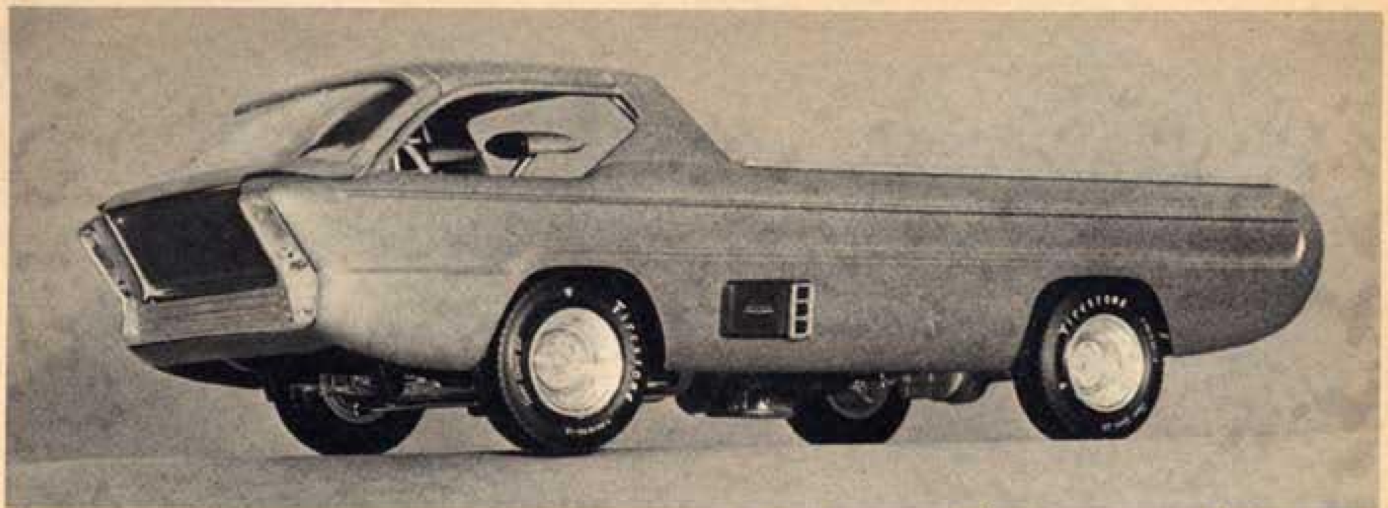
Heavy sewing thread was used for gas line and smog control hose. Regular thread is fitted to starter and alternator. Manifold was painted with a darkened shade of flat aluminum and the carburetor is gold.





Candy Red paint is brushed on top edge of taillight housing; reflects off surrounding chrome. Spray some of the Candy Red into the top of can and then brush it on.

Flat Black was used on the interior with the exception of the headrests which were painted like the exterior (gold metalflake). Woodgrain piece was cut from sheet in kit and fitted to section above engine cover.

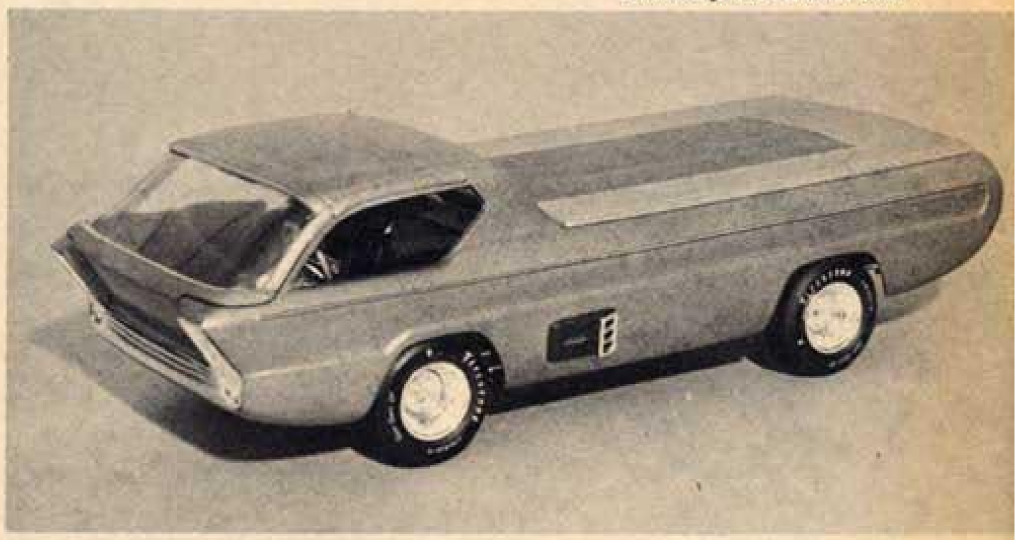


Finished model is ready for show or your shelf. Tires were painted Flat Black and given time to dry. Then hit the top edges of lettering with a file . . . perfectly lettered tires. Flat Black was also applied to the textured portion of the exhaust ports on each side.

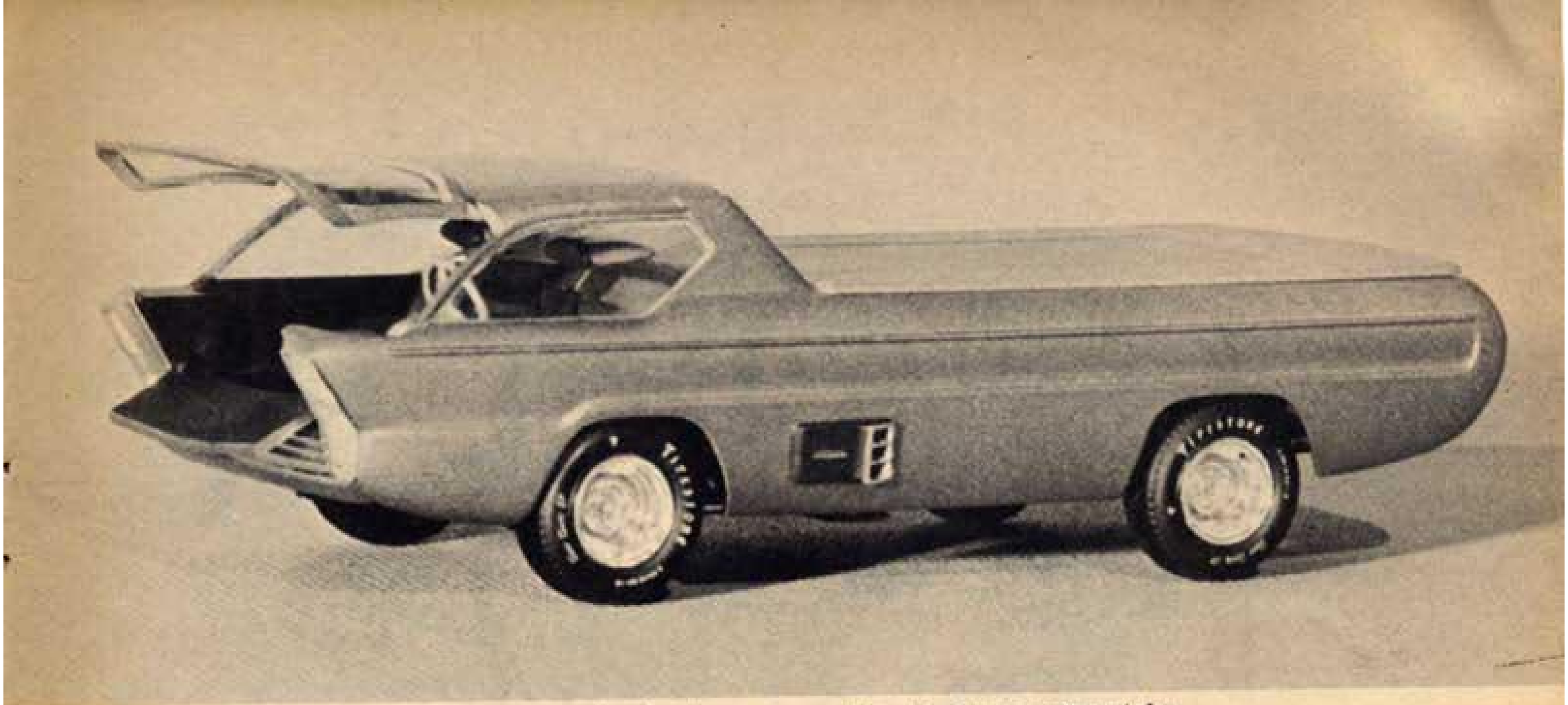
lights on the real truck are placed behind the wood section of this rear grille and reflect down though a piece of red plastic onto the diagonal chrome panel at the bottom. An even coat of candy paint brushed on the chrome part works the same as the real one.

Some of the chassis parts have been with Flat Aluminum and a darker shade. The engine is wired with thread, as are the brake and gas lines which are also fitted to the chassis. Look over the photos on these pages and decide what you would like to do to this wild pickup.

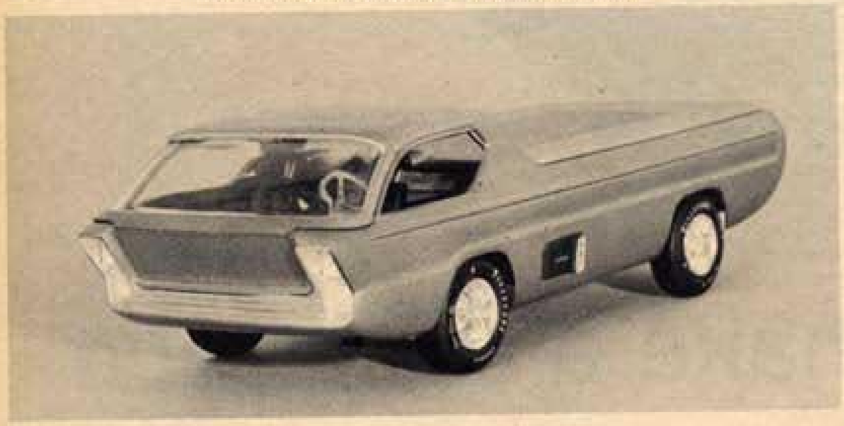
If you dig drag cars be sure to stand by for future issues because I'll show you how to work this same truck into a fuel breathing drag hauler that's out of sight!

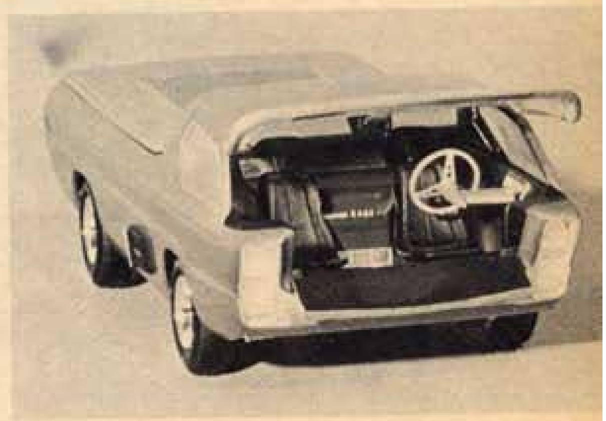






A wild feature of this truck is the front entrance. Since the lower portion of the front end folds down, the inside surface should be painted the same color as the interior. The windshield can be held in this position by placing a small block between the hinge and the retainer panel.

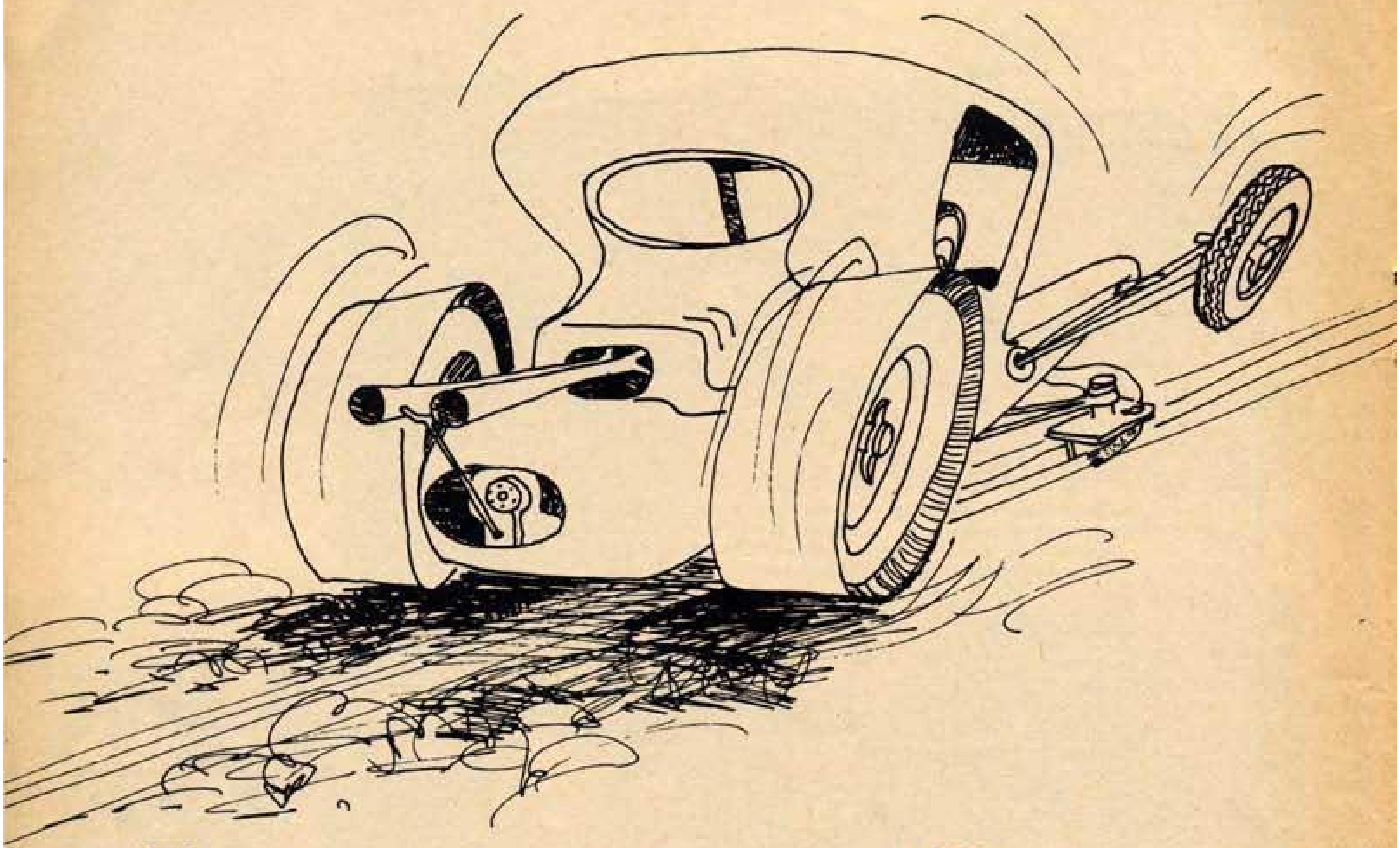




Woodgrain has been applied to upper portion of rear grille and unit is glued into place. Note the neat appearance obtained by installing the rear pan before painting.



The bed cover was painted with the same gold, but the can was held further away, giving a duller finish and a lighter shade. In working with the woodgrain, first a pattern was made and then it was cut from the sheet that is found in the kit.



Tires can make a difference

THE LATEST WORD FROM THE TRACTION FACTION

BY CHRIS CHAN

The right racing tire could easily be the barrier between your car and the winner's circle. Super-concentric, well-balanced, smooth-gripping racing rubber on the stockest stock motor could out handle the swiftest of the rewinds, if the local motor magician chose the wrong traction set-up.

Track surfaces, which vary from the slickest, un-painted, masonite to gravel-impregnated particle board, make severely different demands on the tires you use. Because very often both home and commercial layouts change from area to area, so do the tires. Assuming that changing tires would be considerably simpler and cheaper than resurfacing the whole track, this is where the first conditions arrive.

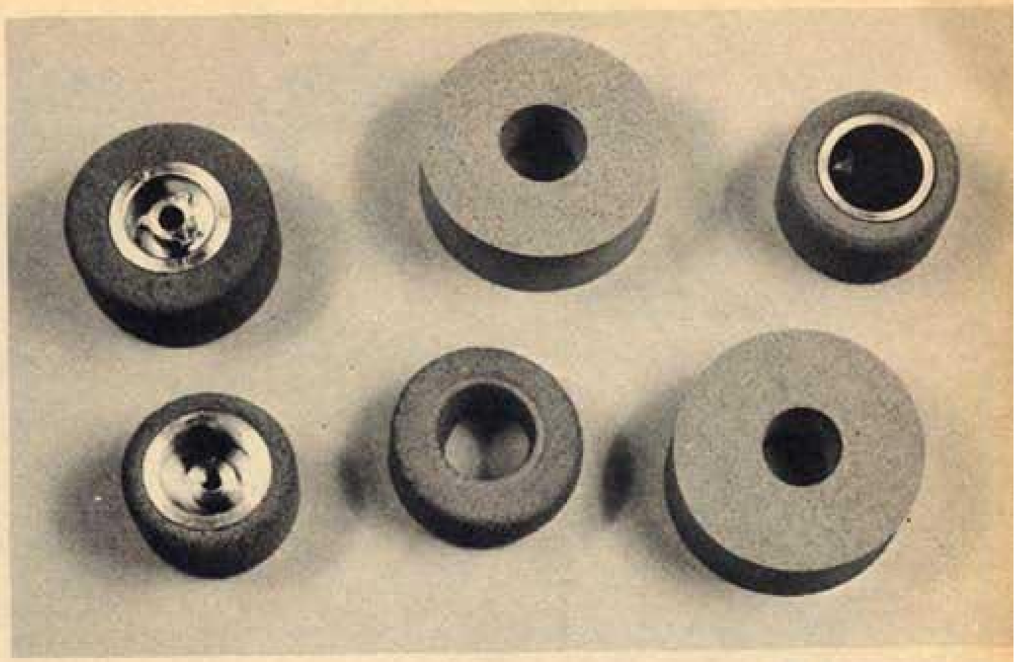
Tire compounds run into other varying conditions in layout configuration. If a certain set of straights and turns requires an ultra-low gear ratio then often tire size is affected. Here arises the problem of the tire that functions best at small sizes, unable to clear the crown or spur gear.

Four major categories exist in the tire industry, each broken down into several types. First off are the natural and mechanical rubber tires. Far and away the best *detailed* of the lot, the mechanical rubber tires are the route to go for the concourse fiend. The 1:32 scale addicts usually have the best luck with these tires, on plastic home sets. Mechanical rubber is harder than all except the silicone material and is extremely long wearing. For use as rear tires, tread patterns give the best results. In 1:24 scale, the most popular place for the mechanical tire is on the front end. Here the most likely choice is a 1:32 scale tire on a 1:24 scale rim for the lowest possible c.g. and front coefficient of friction. The mechanicals are found in virtually every size and shape with detail designations of Dunlop, Goodyear, Firestone, and the manufacturers in some cases.

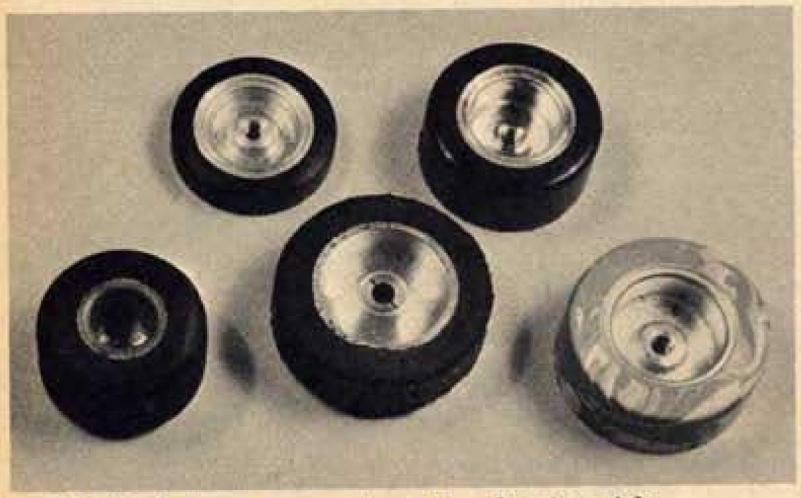
The German formula tires probably enjoyed the most widespread popularity. It's also know as the "Spongie". The original was Record Elasik, intended for use in the model airplane landing gear department. The major tire and slot car makers all eventually had the German tire on the assembly line. Ranging from hardest-hard to softest-soft in consistency, the sponge tire is one of the most versatile. The spongie is at its best on slightly coarse surfaces and has adequate bite on all but the slickest of tracks. If you go with the dragster boys, Germans are the thing to get your power to the ground. Although a few manufacturers put sidewall detail on the German, most are completely blank and look little like a for-real tire. Wear quality varies with the composition, increasing from soft to hard. Traction is of course the opposite,

increasing conversely. Tire goops and wintergreen oil can be added on for even better bite.

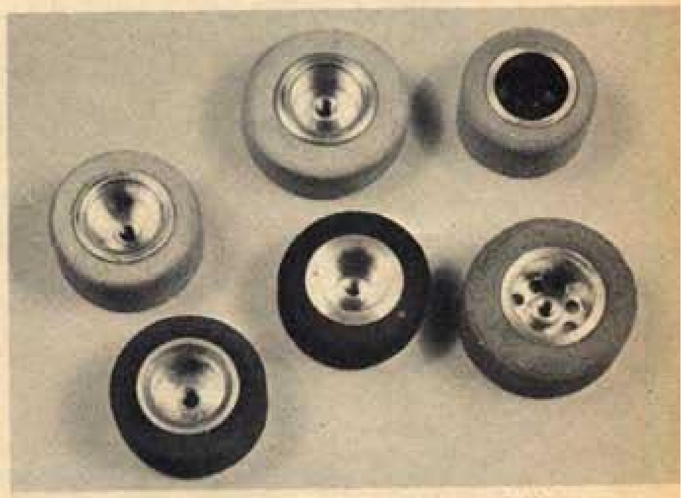
Shifting now from the world of reality to the field of slot-car-tires-for-slot-car-racing we find the other two classes of the traction faction. Here we have the softest and the hardest, all the colors of the rainbow, glossy tires, Twinkies and Candies, and high prices. Silicones and aircraft sponge are the most recent additions to the slot car industry. This is where racing rubber isn't really rubber at all. Silicones, or silastics, were the first generally available of the two. At first glance the shiny finish tended to give the impression that they were probably as slippery as all get out in addition to being just too weird to be decent.



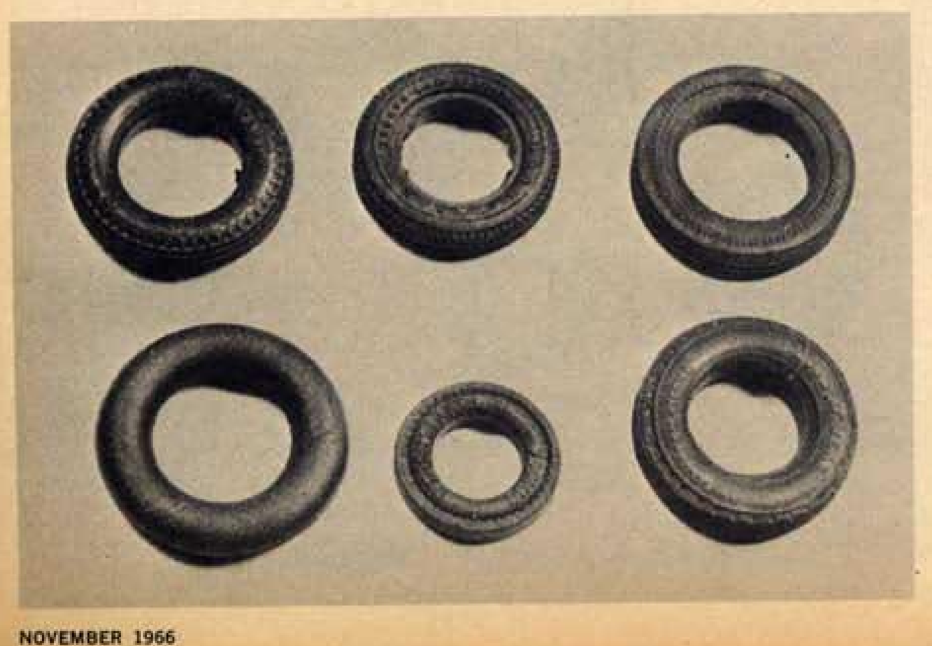
Van Cleave and Tiny's grey foam is the latest in slot car tires for slot car racing. Available mounted uncut the aircraft industry synthetic is sweeping major races all over the country.



The silastic tires appearance is as odd as the colors of the foams. The Silicone rubber is so smooth it shines! Traction on clean, smooth surfaces is fantastic. Not to be out-shone by the glaring foamies' color, silicones are also made in bowling ball-like Twinkies.

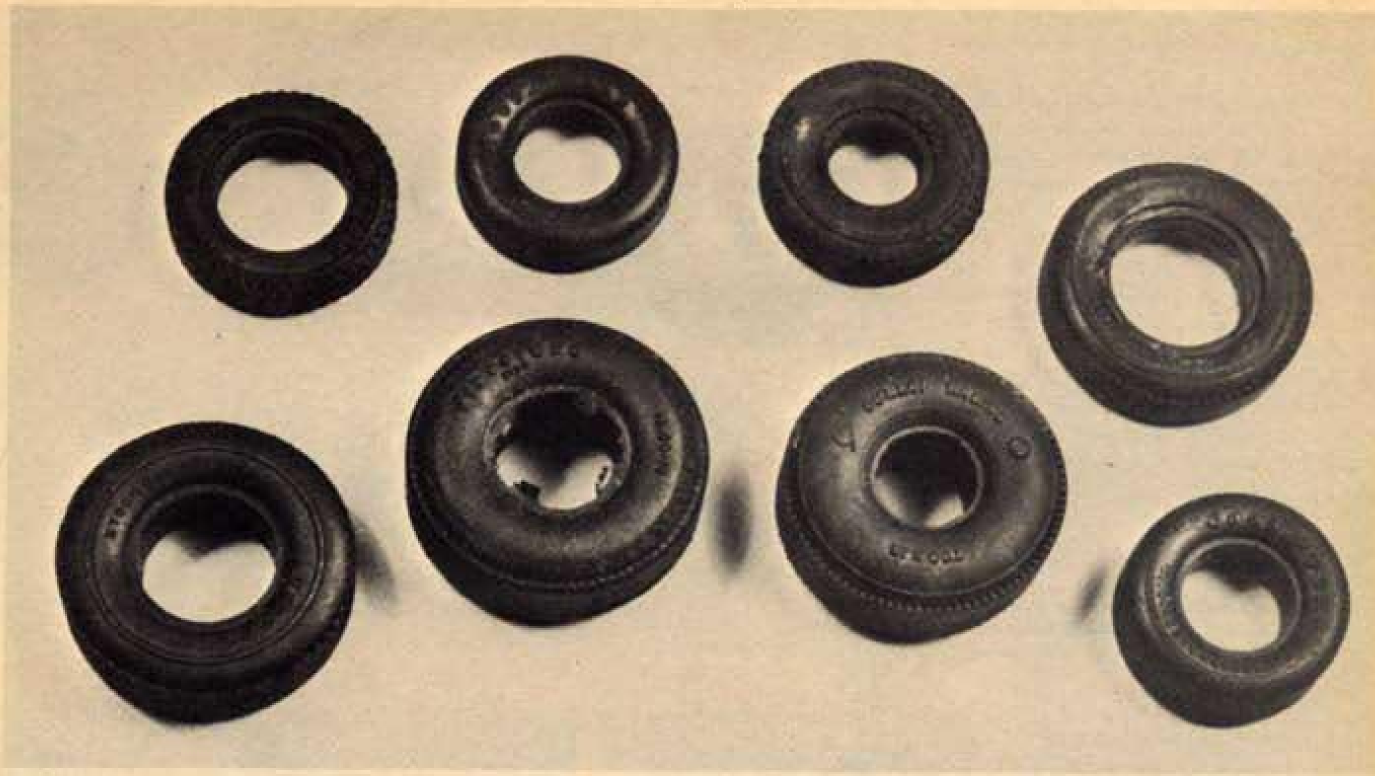


Foam type tires are available in quite a few different consistencies, but that can hardly match the colors you can get. Besides "gripping grey" your car can be shod in "biting black," "grabbing green," "blistering blue" or just "plain" red, white, or orange.



Front tires vary in diameter for scale and ground clearance reasons, but all have low friction and narrow width in common. The most extreme execution of this is the O-ring.

All signs of doubt were instantly removed though, as soon as lap records started to fall. With silastics, the smoother the track surface the more fantastic the bite. Tire-paint-surfaced plywood tracks and slick masonite layouts are the best bets for silastics. Silicones are available in some of the most unusual ways. Besides shiny black and shiny white and white and black, you can get Twinkies or Candies in white with odd colors swirled betwixt the layers. Gad! Several companies have also released various types



of silicones, most of which are softer than the originals, allowing peak performance on somewhat rougher tracks, The most versatile of these is the Champion silicone, which manages to get all sorts of grab on some of the same tracks that leave silicones spinning. Silastic wear is negligible, but care must be taken to make sure that they aren't marred by sharp objects.

The aircraft sponge is now becoming the favorite tire in slot racing. A super-super-soft sponge intended for the insulation of airplanes has the grab of a bear claw on all but glassy surfaces. Pioneered by Van Cleave and Tiny's, the most popular of the types are grey. For those that feel that tires really ought to be black they also made attempts here, but the material was too soft for many conditions. Available in the widest range of colors, Fas-Trac has in addition to the black, white, and blue tires, brilliant orange, red, grey, powder blue, and green. Double Gad!

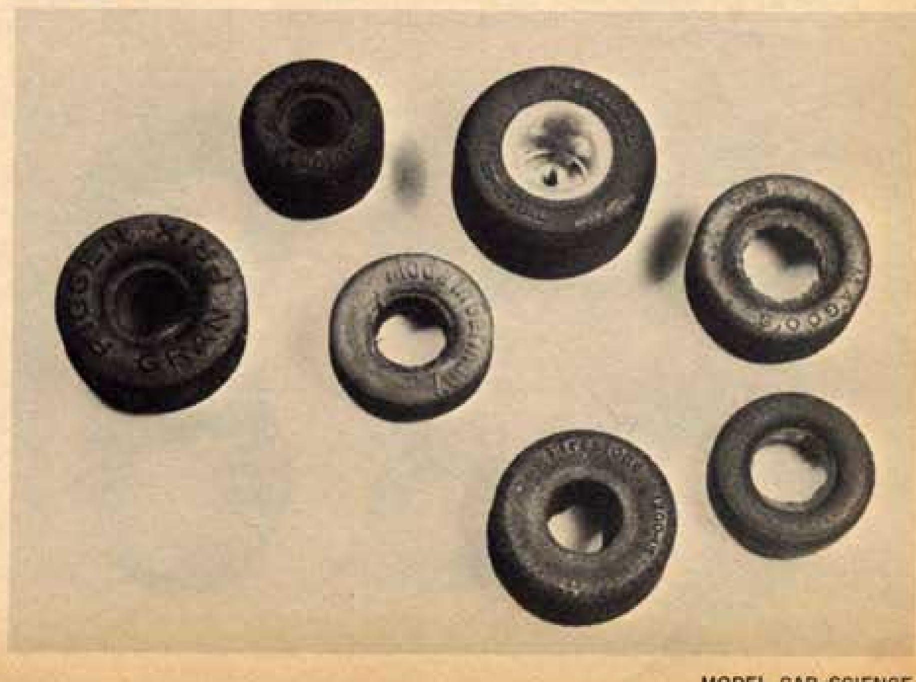
Use of the sponge or foam tire, as it is generally called, requires bonding of the tire to rim and precision truing. The soft material gives miserable wear quality, but that is the price of traction. Just about everyone in the industry has foam tires in the making or on the market so prices are kept down from the original $3.00+ range. Both castor oil and oil of wintergreen add bite to this group of tires. The important thing to remember is that for maximum tire stability on the rim (which is essential for soft rubber) if the tire diameter increases so must that of the wheel's. Now, with all that finished. Let's get back to the action!

The best looking tires of the bunch are the mechanicals. Look for them all over the 1:32 scene and on the front wheels of concourse in mind slot cars.

Dalxo's tubeless tire is interesting, but didn't quite hack it. Hollow inside, it is the lightest possible mechanical tire, but why?



The German formula type tires have enjoyed the most widespread popularity. Although there isn't enough detail to blow your root over they do look much more tire like than foamies or silicones.



MONOGRAM'S MIND CHANGER

BY CHRIS CHAN

Here's a wild ready-to-winner that's out to get the bite on the opposition.

Well let's suppose that there's this racy-type car called the Vampire. You might get visions of the T.R.T. (Transsylvania Racing Team) rolling out a jet black monster machine and eating up the competition, LITERALLY. Well, Monogram's brass might not quite have had this in mind when it first decided on that name for their latest and speediest slot car, but the point comes across strong when it gets a bite on the competition.

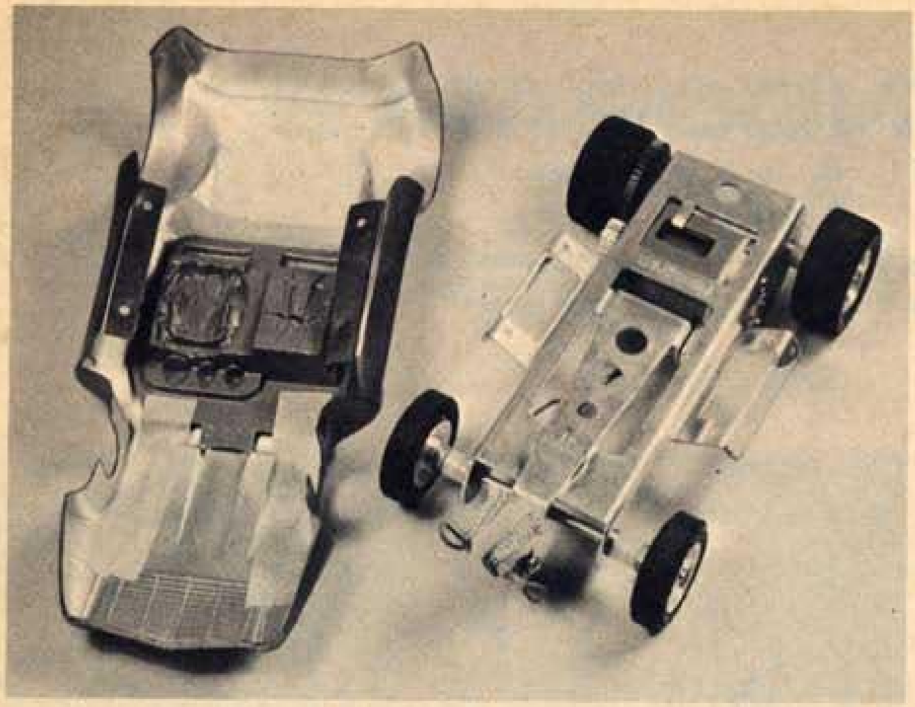
Monogram's sleek new ready-to-win sidewinder packs the latest model Tiger 220S big can into a super strong AND lightweight hardened aluminum chassis, which is among the first of frames of this material ever from this brass minded firm. The chassis is non-adjustable in wheelbase and gear ratio, but both as they are standard are extremely versatile and should work well almost universally. Bronze bearings carry both the front and rear axles, housed in beefed up sections of the frame. Despite rather large (although scale) front tires the chassis has an extremely low c.g. and very solid handling. The latest design 3:1 nylatron-to-brass gears quietly transfer all that torque to the Tiger Traction sponge rear slicks.

Aside from the use of aluminum in the chassis the next radical change for performance was the vac-formed Vampire body. A great example of slot-racing-



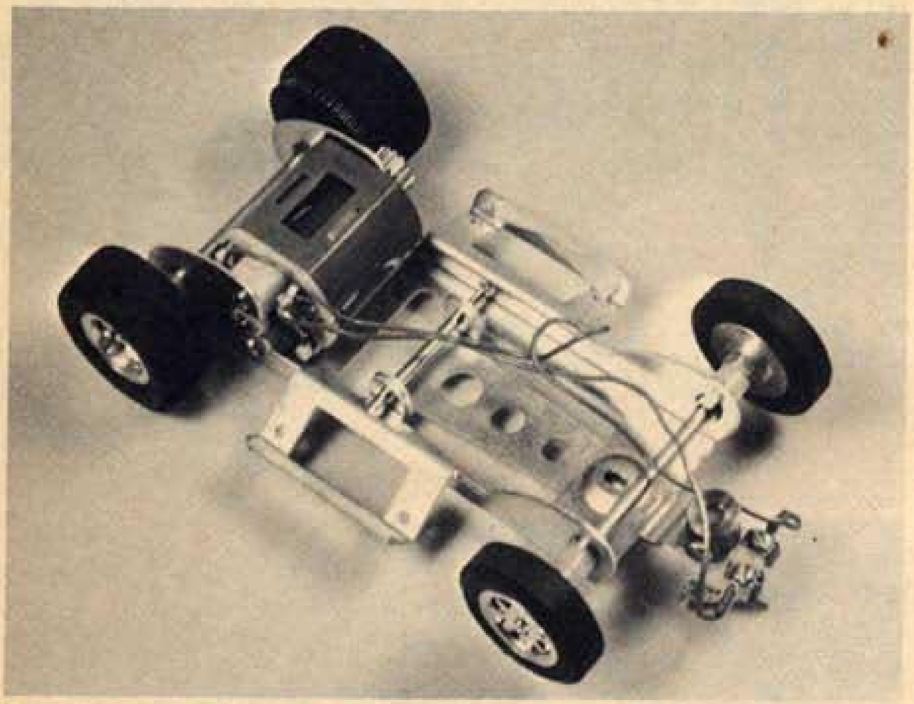


Don't let Monogram's friendly fiend scare you off. The Count's namesake may vanish in a puff of smoke, but it'll have just burned up the straight. The vampire's wheel wells are the highest sections of the body for the low down c.g., while a Kamm hind end takes up the rear.



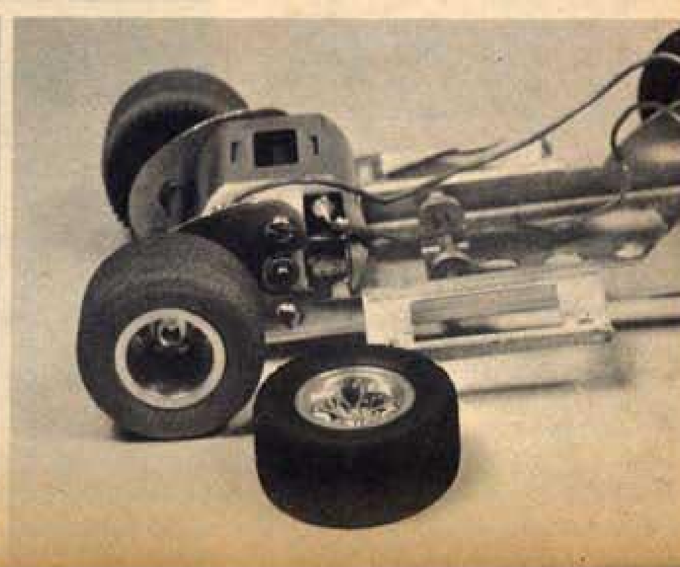
The chassis of the latest slot car "ghoulie" mounts neatly out of sight under the body. Someone finally took the bother of putting those unsightly screws where you can't see 'em.

cars-for-slot racing, the Vampire owes little in design to anything existing in either the full scale circuits or our scaled down thingies. The detail on the body is clean and sharp and definitely a plus over previous vac-formed Monogram bodies. Included in the low-slung shell is one of the finest vacuum formed interiors yet, in a somewhat odd grey color which really doesn't come off too well with the bright, super deep candy color finishes of the bodies. The body sculpting of some unknown Monogram genius is both appealing and functional, sporting a Kamm-type flat hind end, and all clear bubble top, and a low, low profile. You get your choice of body color too. The one shown is Monogram's blood red, while swamp gas yellow is the other selection. In any case you



The latest aluminum frame was used to house the Vampire's power pack. The slot in the chassis just behind the front axle is for another Monogram mover, the McLaren Elva. A couple of brushes, some spare time, and some flat paints turn that sickly grey interior into one you can be proud of. If you didn't get enough stick with the stock Tiger Traction slicks, you might try the new K&B foamies. These were in red to match the body.







shouldn't have any trouble spotting your car on the track.

After the initial track prep tweaking and few tune-up and break in hours the Vampire was issued a real fistful of power for some hot lapping that proved the car to be quite a challenger to the local ready-to-runs. Handling is smooth and predictable on the tightest of curves, and the blistering acceleration and rapid braking help the car on to lap speeds well within range of the record.

To complement this track scorcher Monogram also has a typically Monogram exact scale copy of Ralph Salyers now deceased McLaren Elva on the same great frame.

Grab the slip stream of these new Monogram movers friend, because they're going places.

The front wheels stick up in the air for the lowest possible frontal area. Owing nothing in design to anything, the Vampire marks Monogram's entry into the "Slot-car-for-slot-racing" field.

With the refinished interior and some spare decals the ready-to-wail Vampire is all that is mean in slot cars.

A frightening sight in the plastic driver's rear view mirror would be this bat-like form looming in the background. This one GOES.

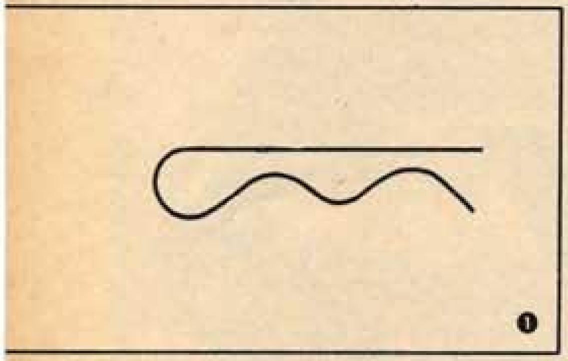


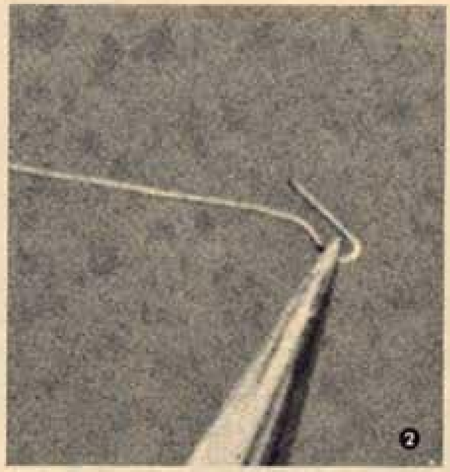


DETAIL FOR REAL

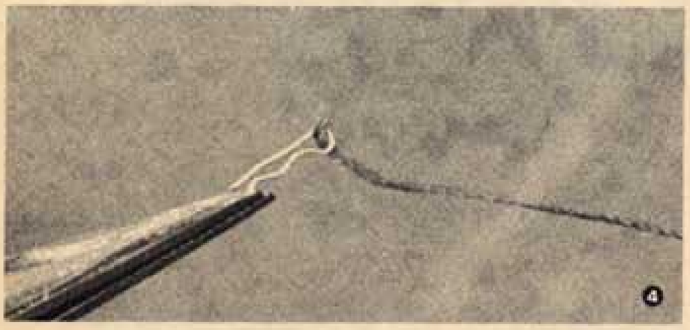
MODEL MAKING SECRETS OF THE "PROS"

BY DON EMMONS

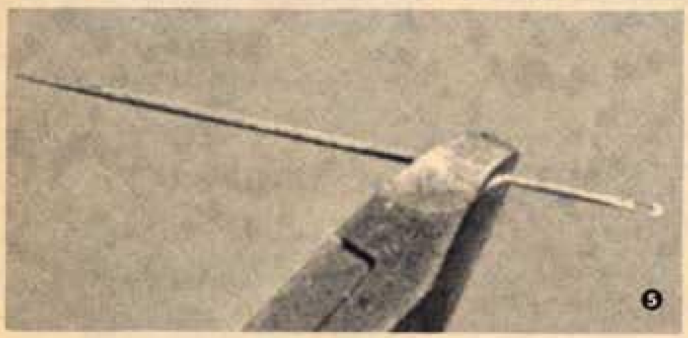














HOOD & TRUNK FASTENERS

1) Drawing is not to scale but is given to illustrate shape wire should be bent.

2) Start first bend 3/16-inch from end of wire, bending loop with tweezers.

3) Finish bending fastener using drawing as a guide.

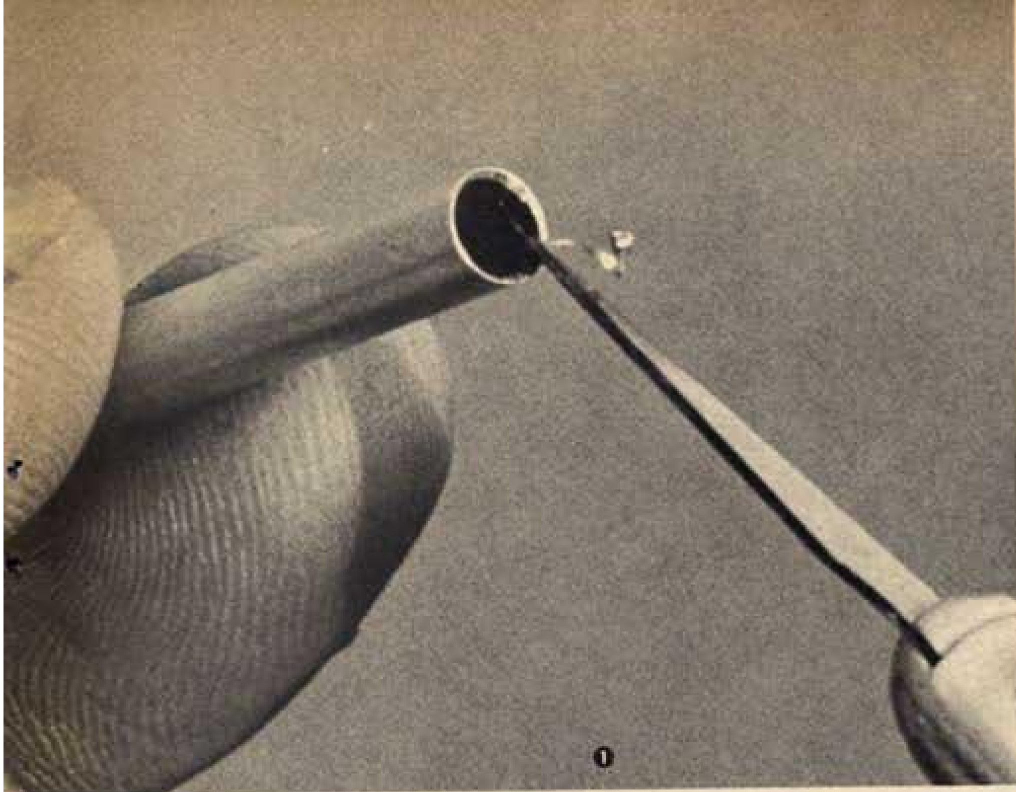
4/4A) Run end of sewing thread through loop and glue thread together. When dry, paint this area black to simulate tape.

5) Determine length pins should be to allow needle eye to extend from top of engine compartment plastic, up through the hood.

6) Here pins are set into place on radiator wall. Set hood in place, drill holes through wall to assure alignment.

7) After pins are glued into place, slip fastener through. Cut other end of thread to fit onto grille.





ALUMINUM TUBING (THINNED FOR TIPS AND INJECTOR STACKS)

1) Place blade on inside edge and revolve tubing. With practice a fine, even cut can be made.

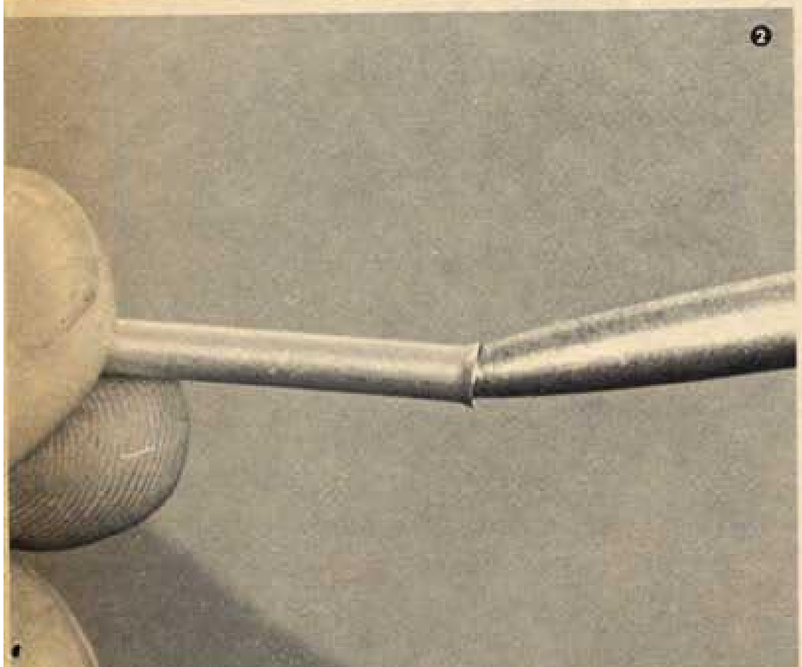
2) To flare end, place a tapered object into end of tubing and turn.

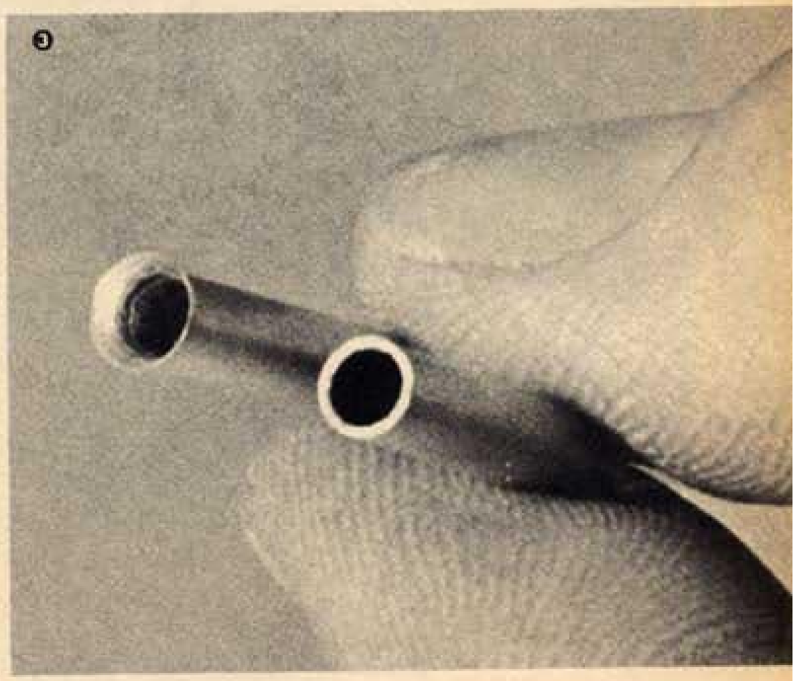
3) A quick glance shows effect of thinning the walls of aluminum tubing. This brings tubing more to scale.

4) Reworked tubing for exhaust tips adds realism. As a rule exhaust tips are not flared.

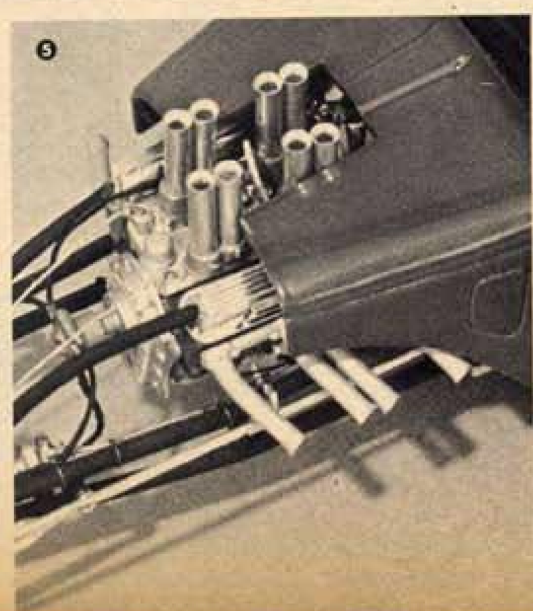
5) For injector tubes, the flared end of the tubing is used. The length will vary depending on type of car and injection.

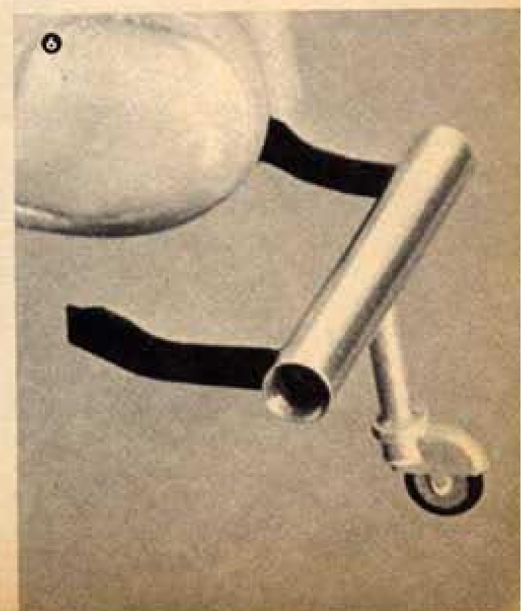
6) Another use for thinned tubing is a wheelie bar. Epoxy should be used when fastening aluminum tubing to plastic or other tubing.













REMOVING PAINT FROM PLASTIC BODY

1) This is all the equipment you need to begin removing paint from a plastic body. Fuels recommended will not 'craze' the plastic. K&B fuel also works well.

2) To remove the paint, dip toothbrush into fuel and brush briskly. The fuel takes a while to soften the paint.

3) For best results, rub in the direction of door lines and body lines. After paint has been removed thoroughly, scrub the body with warm, soapy water to remove all oil.





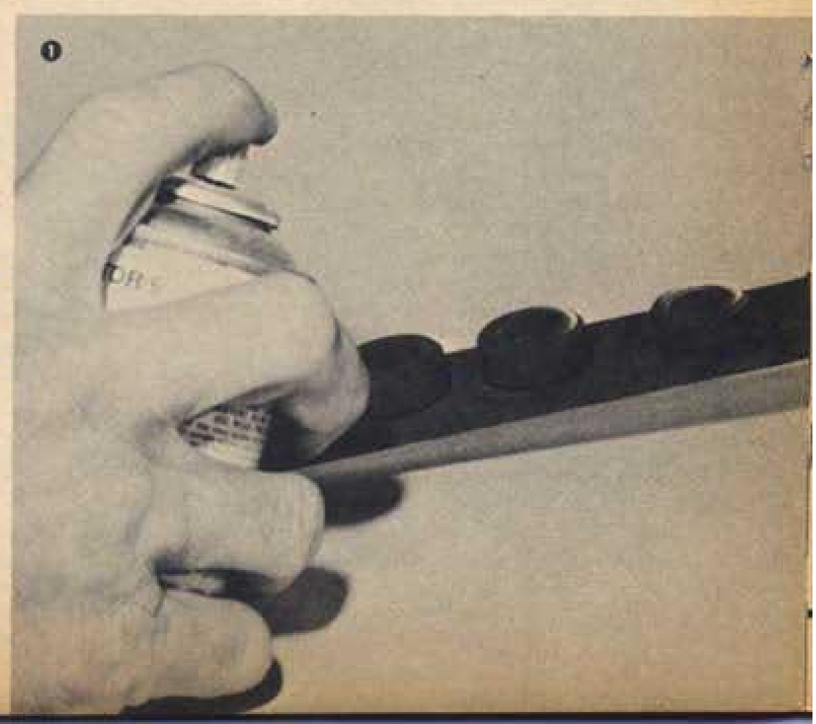
PAINTING WHITE PLASTIC TIRES

1) Glue tire halves together and paint flat black.

2) Hit just the tops of the lettering with small file. Be careful not to mar sidewall.

3-4-5) The difference is quite apparent in these before-and-after shots. With care, tires can turn out even better than hand lettered jobs.

6) To make your drag cars authentic, file only the manufacturer's name.





2

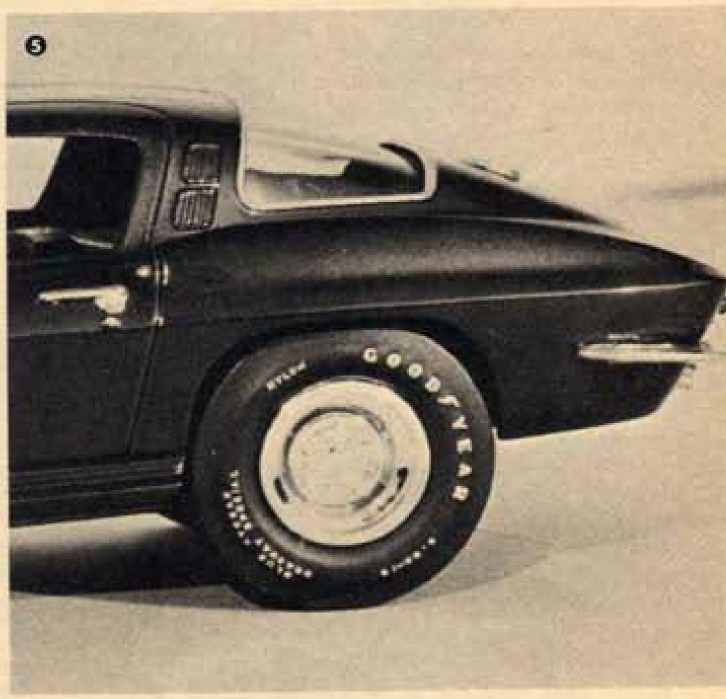


3

Firestone



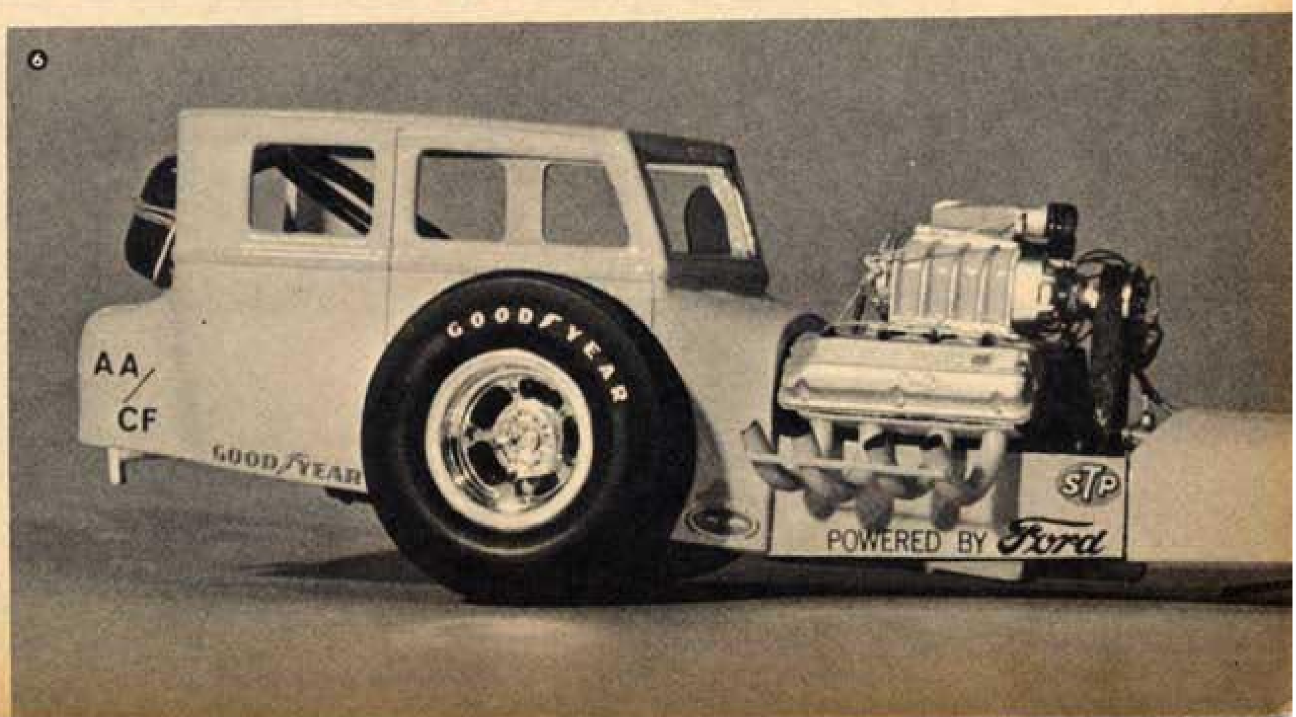
4



5

GOODYEAR



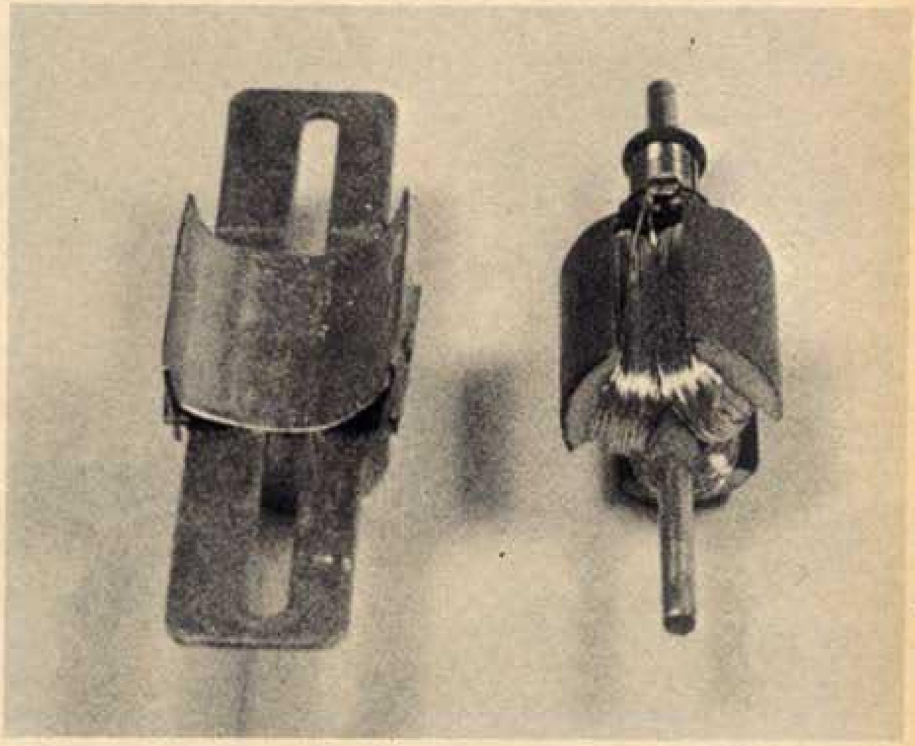


6

GOODYEAR
AA/CF
GOODYEAR
STP
POWERED BY Ford

The Cut Rate

An MCS Answer To The High Cost Of Speed Tuning.



Sitting on a pile of blown armatures did you ever wonder what difference a machine could make? Rewinding for speed by machine is the best way for you to have the tightest wound, neatest and highest quality armature possible, in half the time. The trouble is where does one acquire such a machine and how does one afford it?

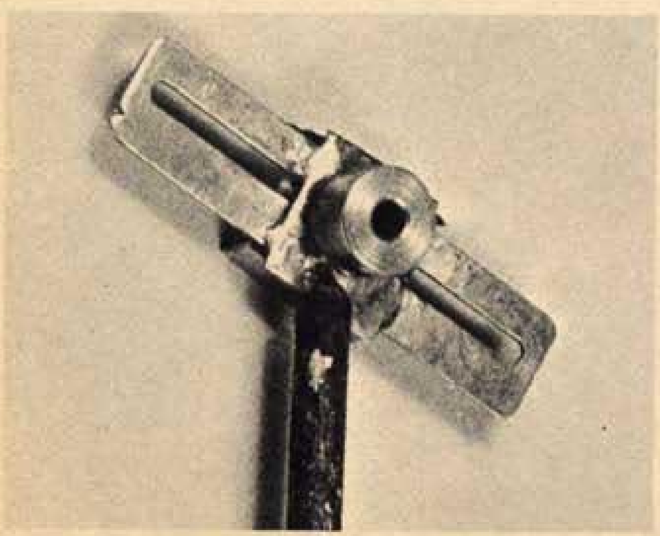
Well, for our own Speedy Gonzales, and for all you other scale inflation foes, MCS strikes again! Here's a tool box sized rewihd thingie that won't wipe out your track time cash.

The phototype shown was made up entirely of parts robbed from the CRT's (cheap racing team) junk pile, commonly known as a garage. In full knowledge that most junk piles are not as well equipped as ours (how many Wrenn cars do you have?) a list of the harder to locate parts was made after the first model's completion. The total cost should be less than two dollars.

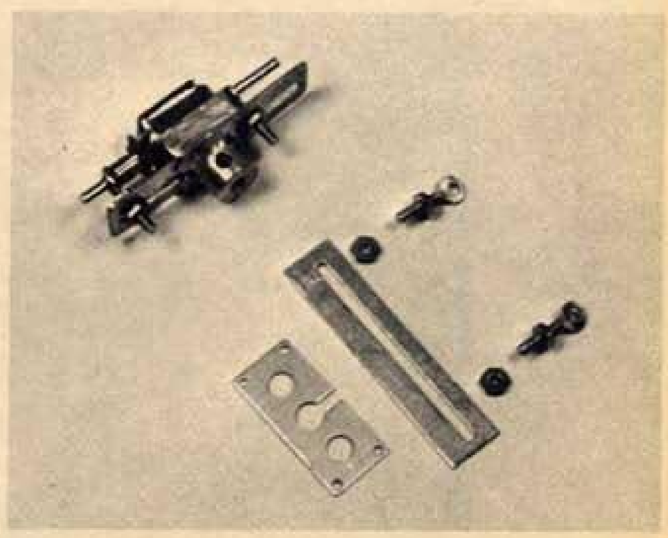
The platform for the armature was removed for a Monogram 1:24 brass frame rail, but a suitable alternate could be hand made from brass stock. Take a strip of 1/32" brass, 3/8" x 2", drill several 3/32" holes down the center and connect them with a rat tail file. Soldered in the center (see photos) of

To house the armature laminations of the medium size Mabuchis and Hemi 300, a .05" brass dish was hand formed.

the platform is a hand-formed "dish" of .05" brass, 5/8" wide, to house the armature laminations. On the other side of the platform, also in the center, a Mono-

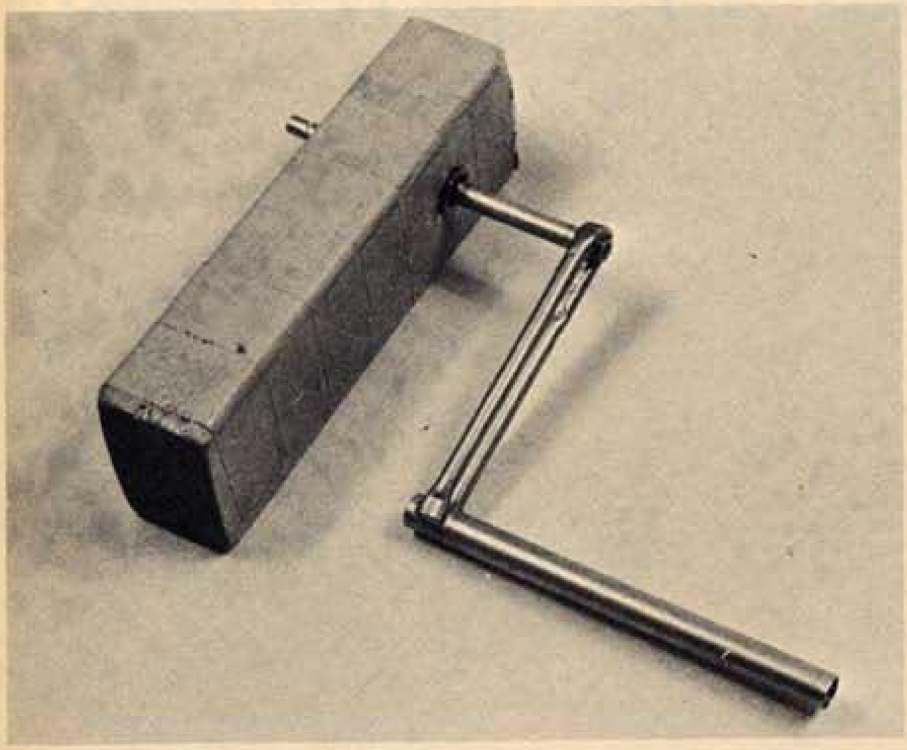


For an easily removable armature-holding assembly, a Monogram pick-up weight was soldered on the flip side.



To hold the armature firmly in place, spade bolts with 2-56 nuts do an admirable job for just 30 cents.

Rewinder Thingie



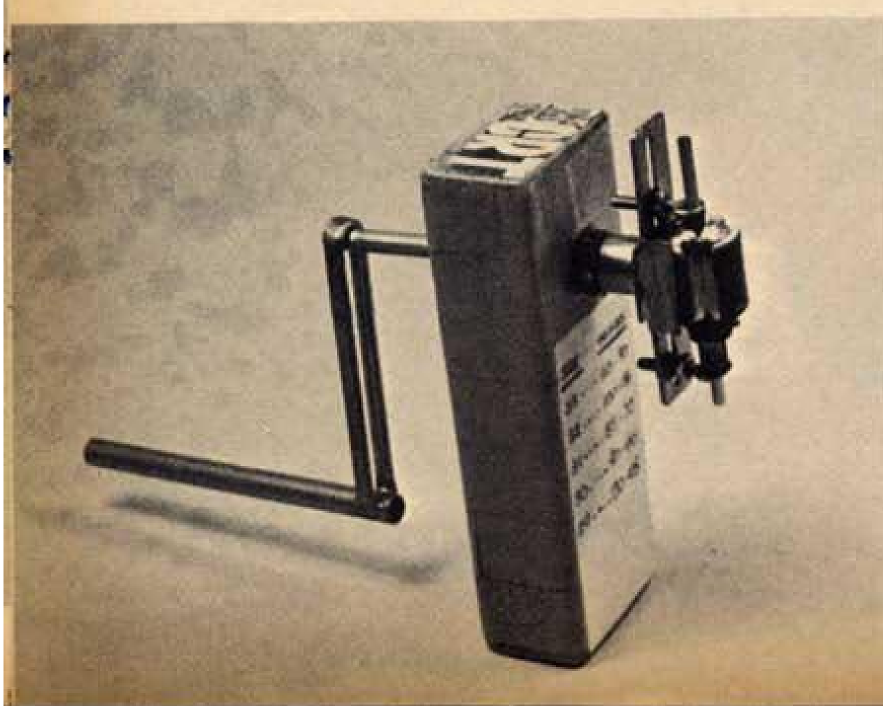
PARTS LIST	
Monogram 1/8" pick-up weight	$.50
2-56 spade bolts (pr.)	$.20
2-56 nuts (2 pr.)	$.10
Misc. brass tubing	$.60
Bronze bearings 1/8" i.d.	$.25

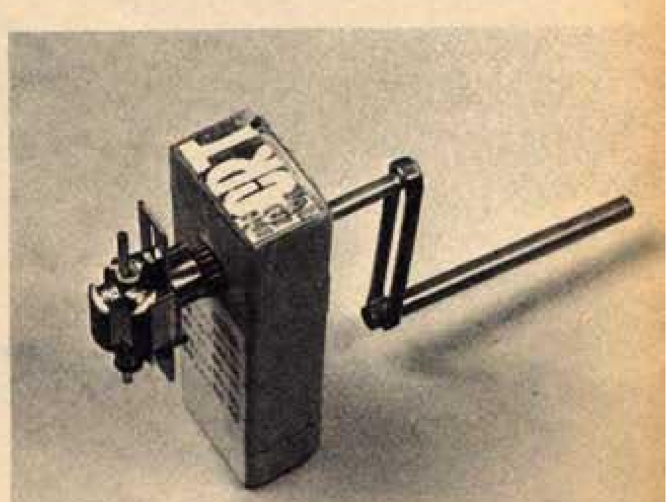
The handle is formed out of whatever tubing we could find. Those that spotted the $3.65 SKF bearings may doubt that the machine is very inexpensive, but we had no bronze bearings and had ball bearings, so . . .

gram high density pick-up weight collar for a 1/8" shaft is soldered on to accept the crank shaft. For a holding device, a base was made from a chunk of hard wood, although a much nicer unit could be formed from a hunk of plastic.

Because of the wear that the shaft would inflict on the wood base, a 1/4" hole was drilled in it for 1/8" i.d. bronzebearings to carry the crank shaft. The easiest part of the final assembly was making the crank itself, which is merely a collection of various sizes of spare brass tubing. The 1/8" shaft is permanently centered in the base by a 5/32" tube on the crank side and an old gear (spare parts) on the other.

The last portion of work is fastening the armature into the machine. For this, 2-56 spade bolts, pirated off of an old 65X rear bracket, make perfect and inexpensive answers. Just slip one on each end and adjust the nuts for a snug fit (don't bend your armature) and start winding away. To change poles just lossen one nut, rotate the armature, and you're ready to go again.

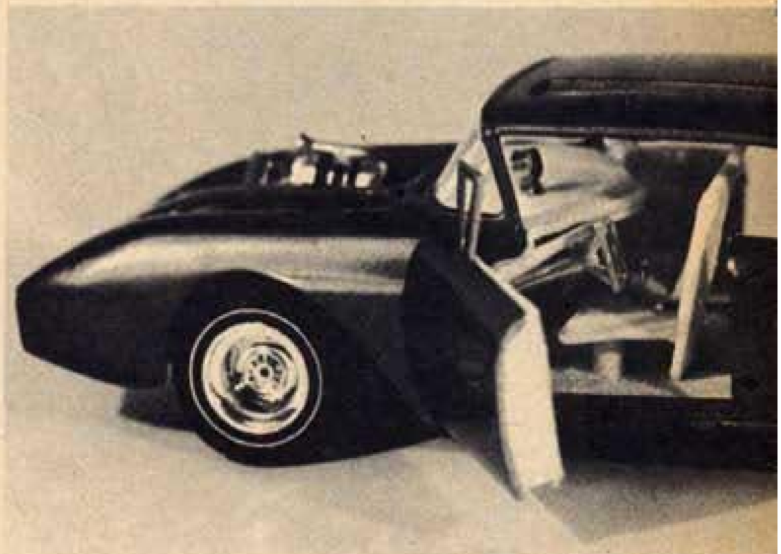




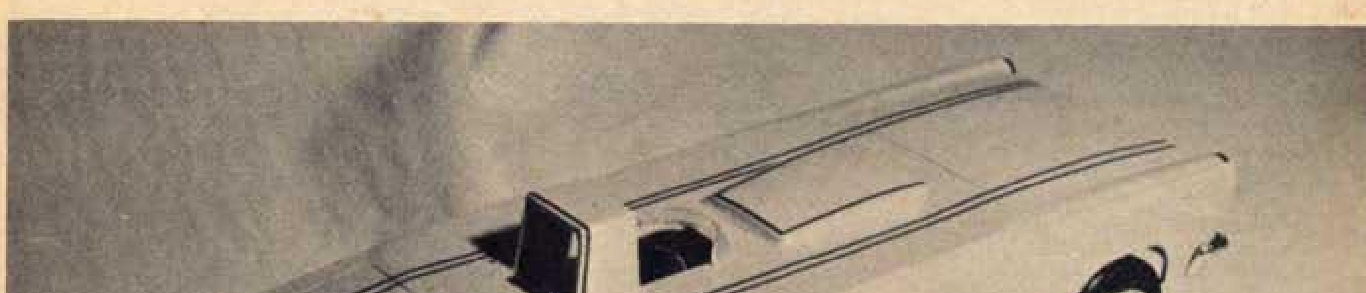
The finished machine will wind just as well as any commercial rig; and better than most speed fans can do by hand, for pennies!



MCS: MODEL OF THE MONTH CONTEST

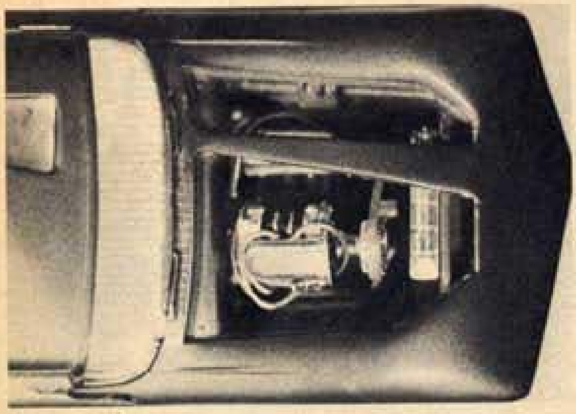


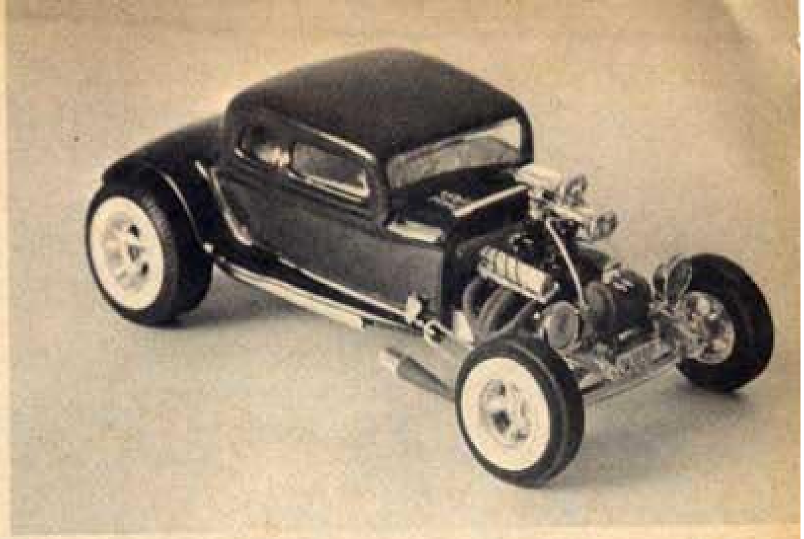
THE TUFFEST CUSTOM . . . and taker of this month's $25 Savings Bond came from Jim Rudy, 4800 Chevy Chase Dr., Chevy Chase, Md. Based on AMT's '57 Ford, it now sports a strictly asymmetrical face. Reworking includes off-centered Chrysler mill, hood and roof openings, radiused wheel wells, and new fenders all around.



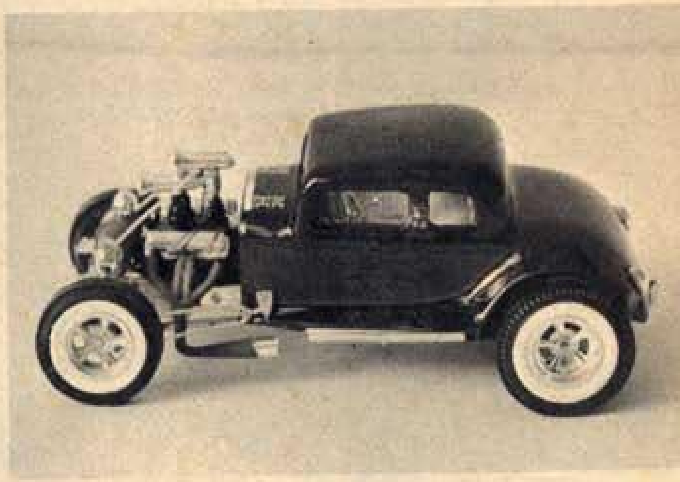
Would you believe a '66 Comet Hardtop? That's what it was once, before Dan Swartz, Fargo, N. Dakota, went dragster. Top was removed and filled with sheet plastic. Finish is Roth's Surfite Yellow.

From Bob Nordberg, Stromsburg, Neb., came this custom "Dog Catcher," based on Monogram's Little T and Revell's '31 Ford Sedan. Side windows were filled with sheet plastic, and rear end opened for doors. Stacked with detail, it even sports a key in the ignition.



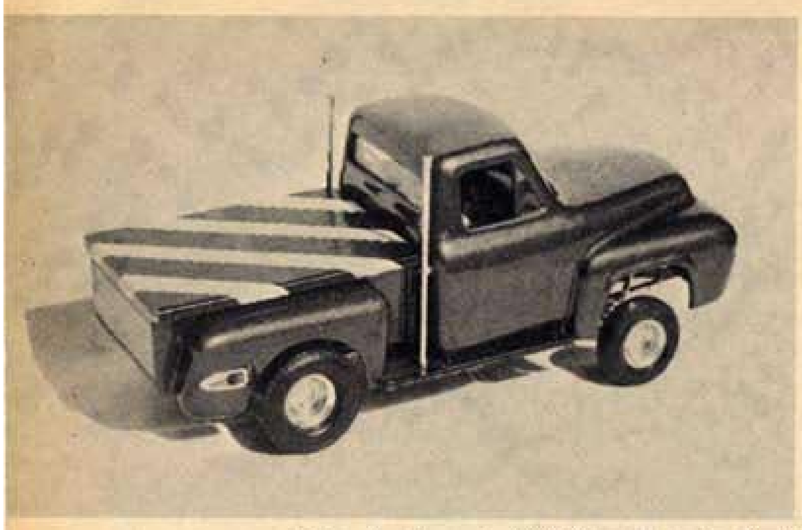






For a sharp streetster, Doug MacKay, Vancouver, B.C., took AMT's '32 Ford, chopped its top and molded on rear fenders from a '32 Tudor. Custom headers were made from the stock '32's, cut and linked with exhaust dumps from a '56 Ford.

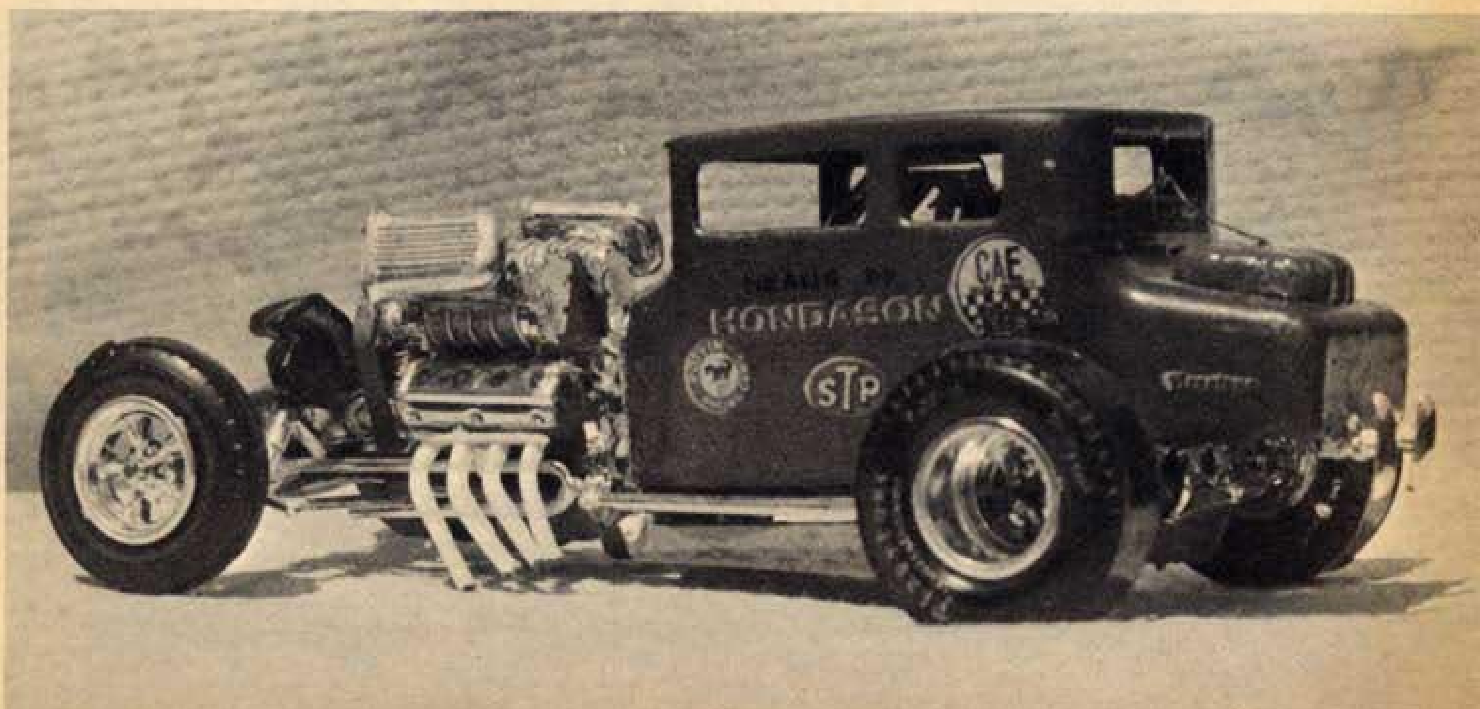


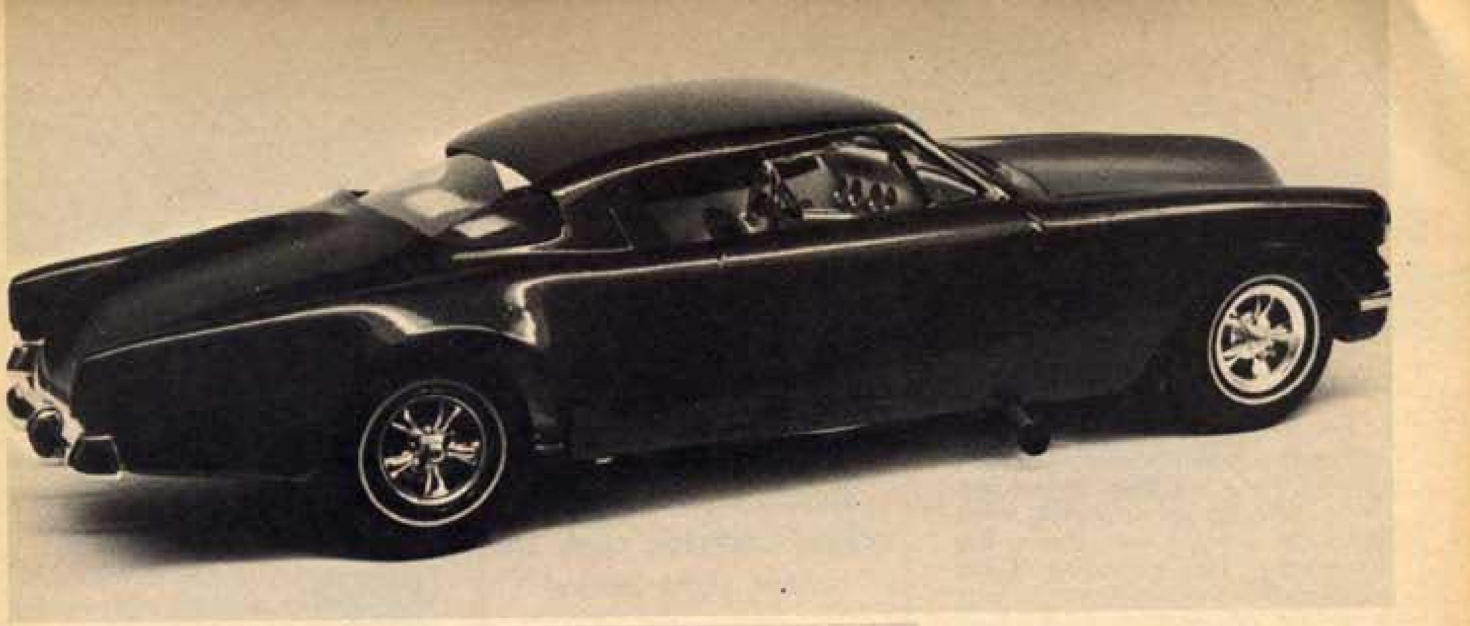


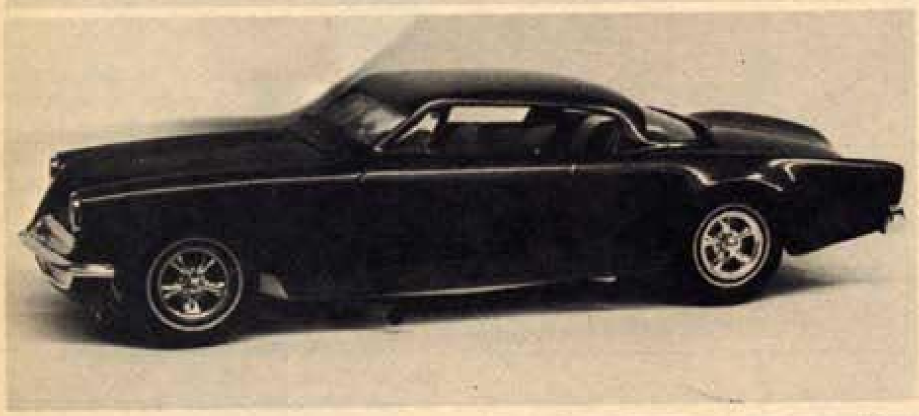


It's a Ford . . . or is it? Steve Breunig, Sauk City, Wisc., took a '53 Ford Pickup and added a custom '57 Chevy front, with a '57 Buick grille. Rear fenders are also Chevy, with Corvette taillights.







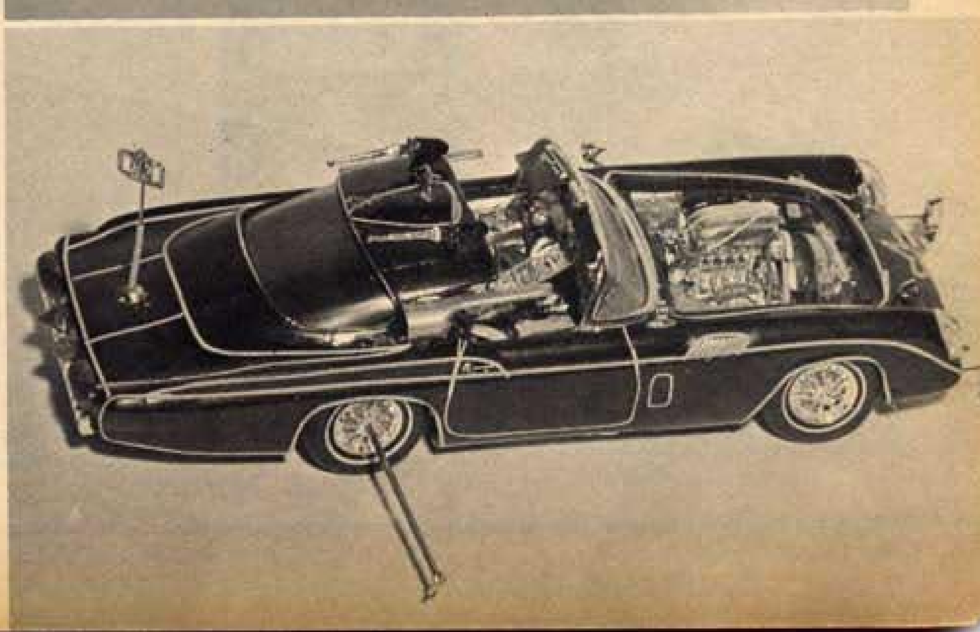


Bring back the Studebaker!! This truly beautiful custom '53 from Chris Geiger (last month's winner) shows what could have been. Top has been chopped, body dechromed, wheel wells radiused and flared, and a peak planted on the hood and deck.

Dubbed the "Vehement Vette," this custom '66 competer from Dave Howell, Oak Park, Ill., sports an extended front end and a built-in spoiler on the rear. Finish is gloss black, with base gold GT and racing stripes.



For the ultimate in out-of-sight spy machines, the "Nightfighter" from Steve Leibson, Louisville, Ky., has got to be the wildest thing on wheels. Based on an extended '57 T-Bird, it sports parts from a flock of unknown kits. Finish is Pactra Lightning Purple Diamondflake . . . with green tinted windows.



How low can a dragger go? Chuck Martin, Kent, Wash., chopped his '25 Model T just about to the beltline. For power, it hangs on to Chrysler's "Double Trouble" mill, riding on Roth's Beatnik Bandit front end.

BUILD A PERSONALIZED

You say you're tired of dragging your equipment around in a shoe box, amigo? You say you would dearly love to have one of those big, sudsy varnished racing cases, but you just can't dig up that many pesos? Cool it man, and follow ol' Speed-O! I'll show you how to build a *personalized* case that *you* can afford! You know by this time that Speedy is always on an economy kick. I firmly believe that big price tags scare away newcomers, and man, these guys are the lifeblood of the sport!

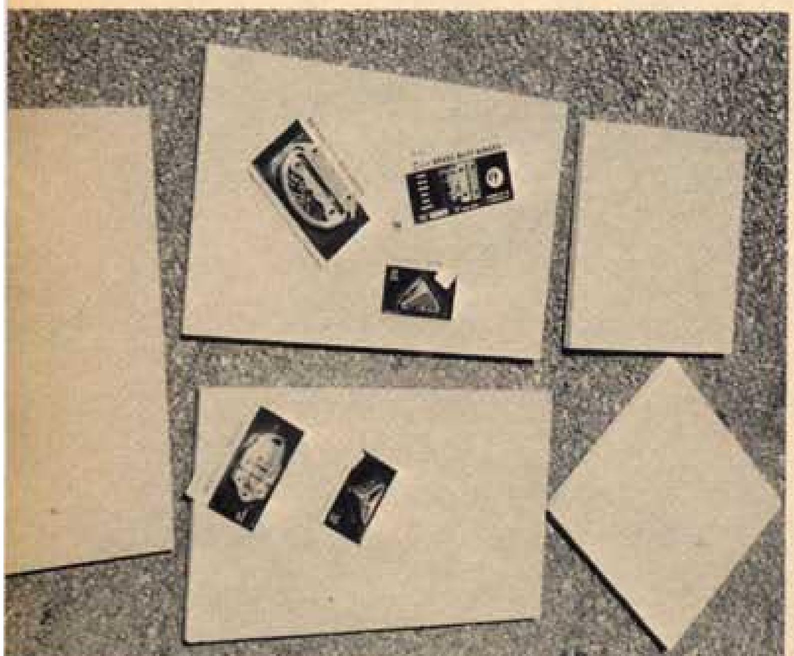
Most racing cases are built of plywood. If you haven't looked lately, that stuff costs a bundle!! There are other materials that work just as well, and cost less too. Furthermore, there are many that are also easier to work with. That's for Speedy! You all know my philosophy on life and work!

Here's a rich-looking, rugged carrying case, for under eight bucks!

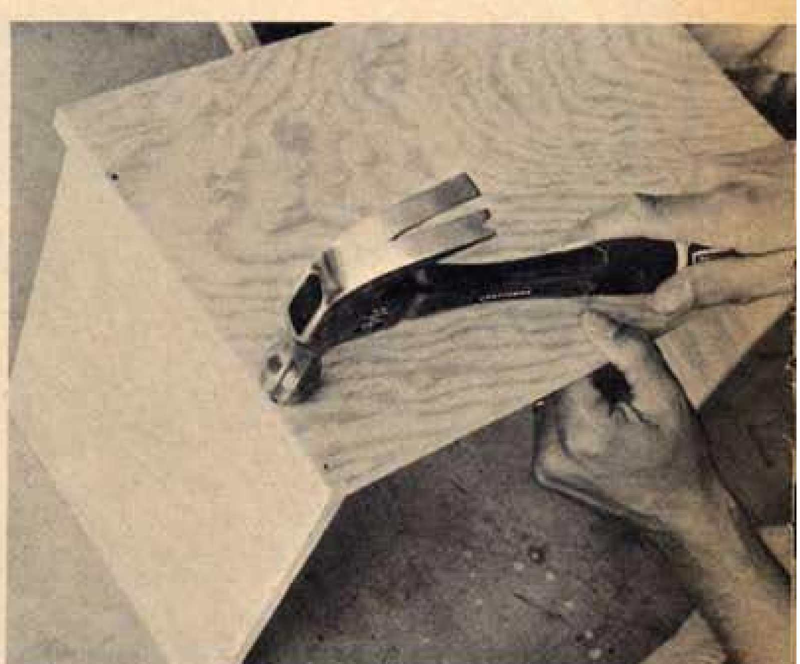
First of all, I am sick of seeing dozens of identical, varnished racing cases sitting on the floor of every racing center I visit. Something out of the ordinary always attracts people with imagination, right! The case you see in the accompanying pictures is made of clear white pine wood, and finished in Satin Black. This finish is the type used on oriental furniture, and it looks like flat black, but with a slight sheen. It's absolutely magnifico! With the warm yellow brass fittings, it looks like it should cost a hundred bucks! Instead, it costs under $7.00 complete, no matter *where* you buy the material! Would ol' Speedy lead you astray?

Simply use the bill of materials, and follow the plans. To prove it could be done, I built this box with just a handsaw and a hammer, in addition to a good ruler and screwdriver. Of course, if you have access to a Skil-Saw or table saw, the cuts can be made a lot more accurate, and the entire job easier. As you can see, However, it *can* be done with simple hand tools.

Follow the photographic sequence and the instructions with the drawings, and in one afternoon you'll have the most beautiful racing case in town! And you'll still have enough left out of the allowance to buy some goodies to go in it!



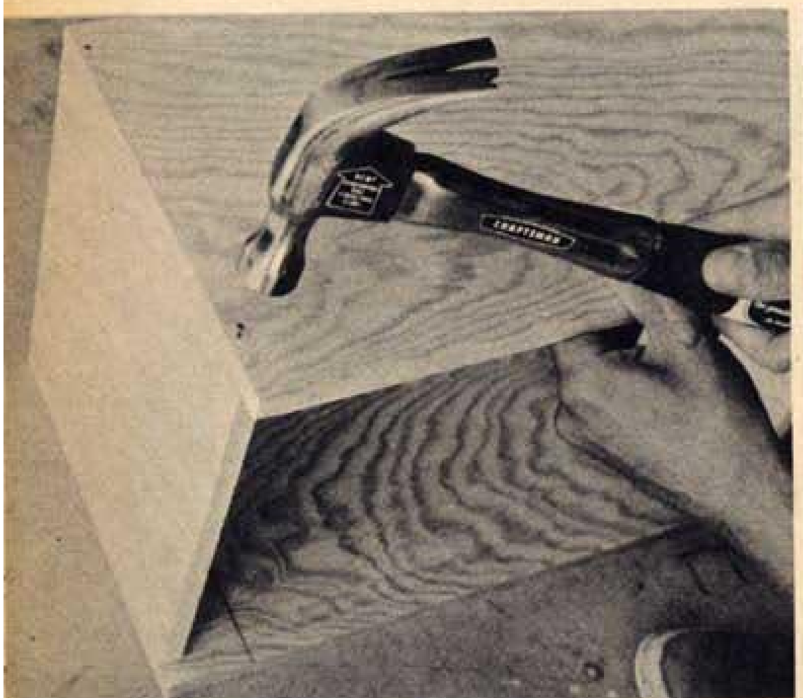
Cut the pieces for the top, bottom, ends, and the front and back. Lay the hardware aside for the time being. Sand each piece thoroughly.

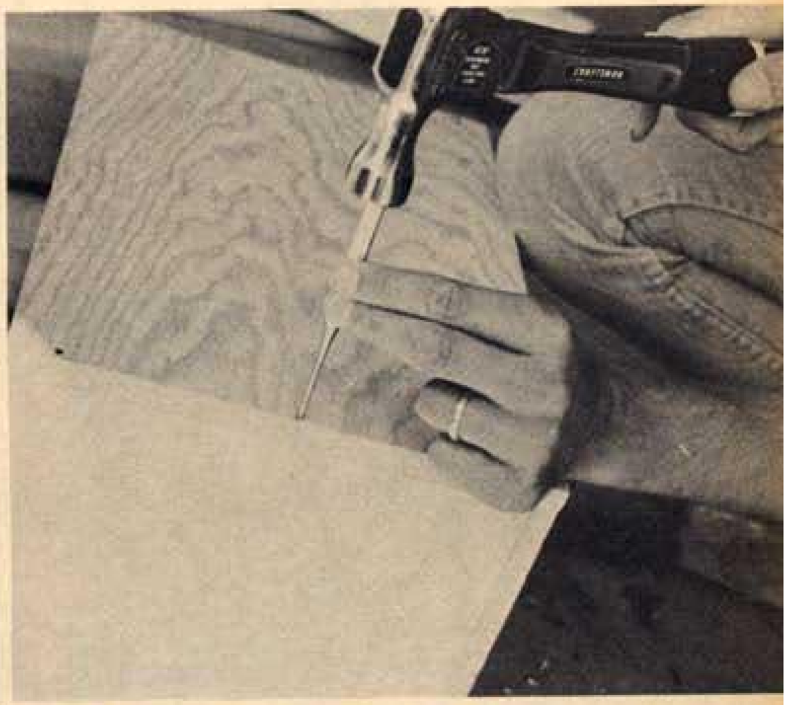


Nail the top to the two end pieces. Place nails approximately three inches apart. Be sure the pieces are "flush" with each other.

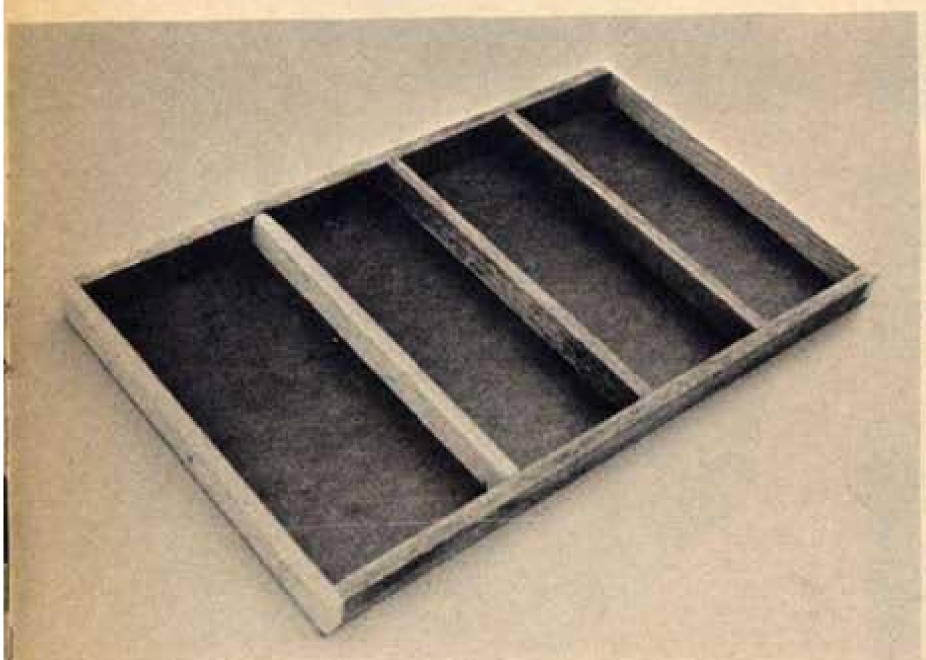
RACING CASE

BY SPEEDY GONZALES





Nail the back to the top and end pieces, then attach the bottom piece. Countersink all nail heads below the surface with a nail set.



Build two trays, simply by tacking the divider and perimeter pieces to the masonite bottom.

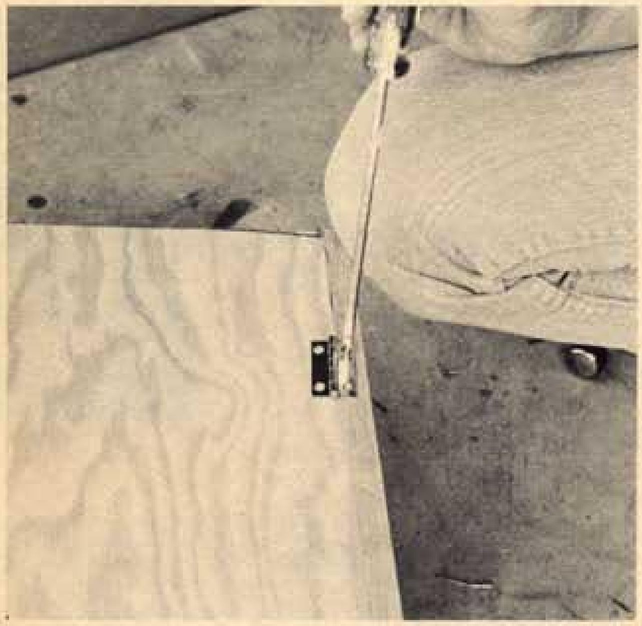


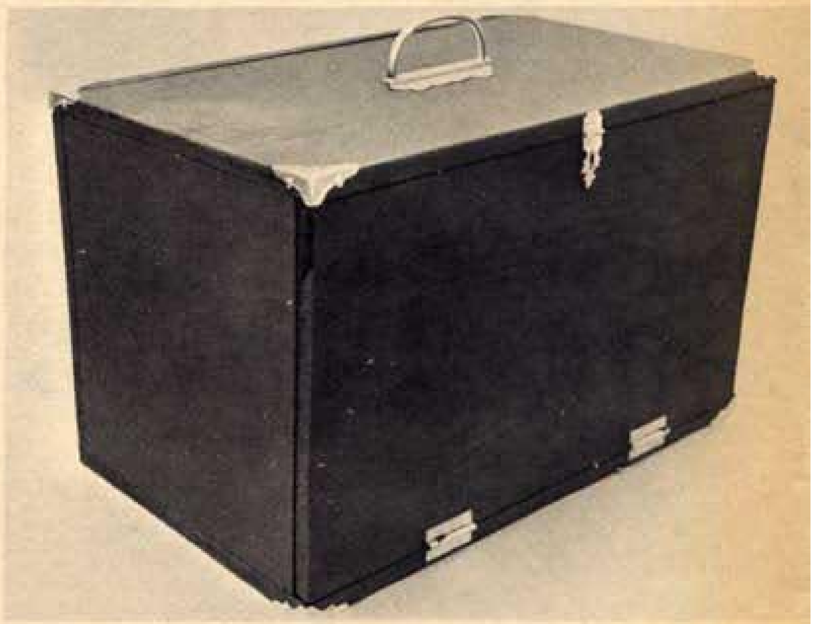
Tack the tray slides to the sides of the case. Choose your own distance between trays to fit the equipment you intend to carry.





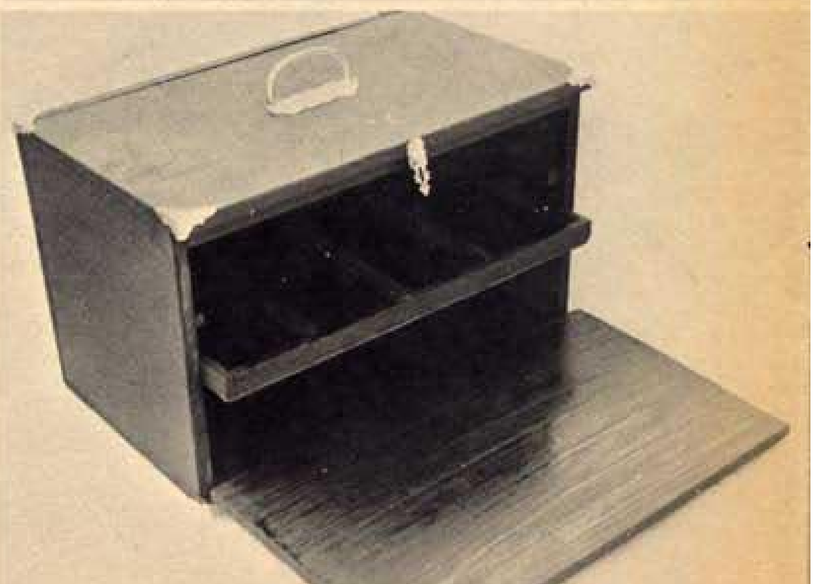
Remove all hardware. Fill the nail holes with wood putty, and sand smooth when dry. Seal the wood surface with two coats of Shellac, then sand smooth. Spray the case black, then attach the accessory pieces again, when dry.





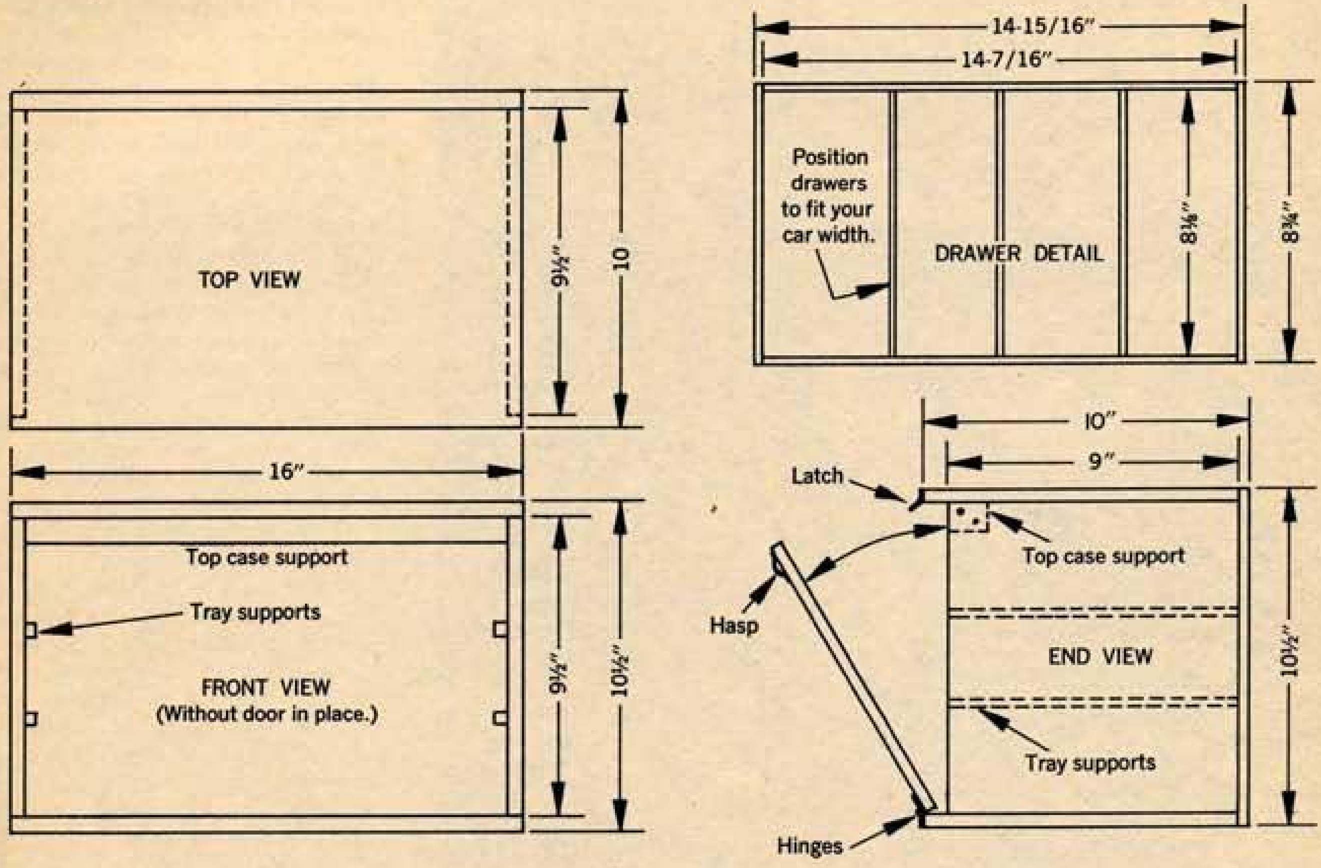


Attach the handle and corner pieces, plus hinges and latch, temporarily. To keep the wood from splitting, drill a small 1/16" diameter pilot hole for each screw.



The finished case is strikingly beautiful, in Satin Black. The rich yellow brass accessory pieces complement the finish beautifully.

RACING CASE



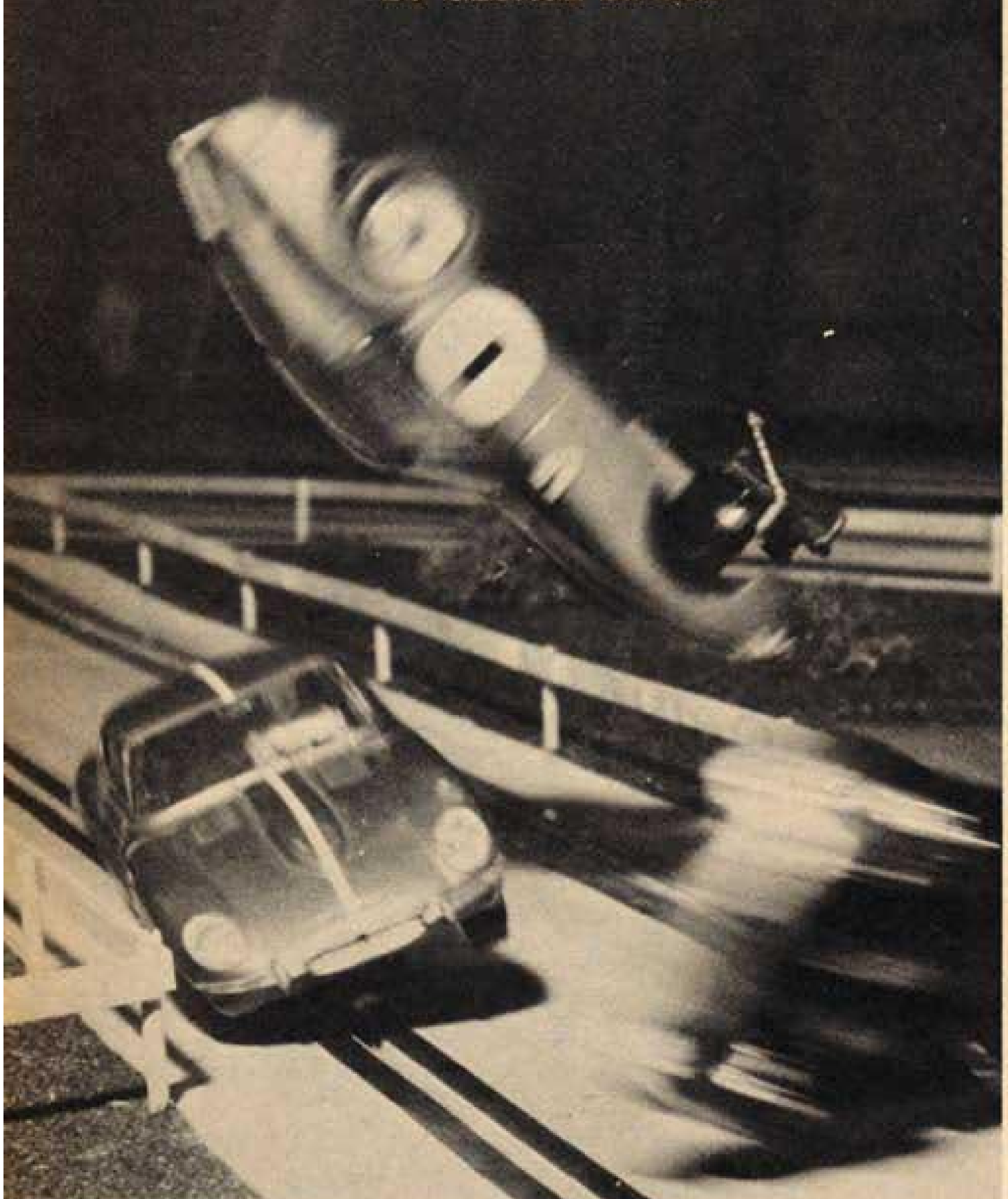
BILL OF MATERIALS

Item	Price
1 each brass carrying handle	$ .45
8 brass corner brackets	1.38
2 brass hinges (one set)	.50
1 brass latch set	.55
3 each, 16 x 9½" white pine top bottom, and front pieces	1.36*
2 each, 9 x 9½" white pine end pieces	.68*
1 each 16" x 10½" white pine back piece	.51*
2 each 8¾ x 14-15/16" masonite tray bottoms (get scrap pieces from lumber yard)	.25
8 each, 8¾ x ¾ x 5/16" (any kind of scrap wood available) for tray supports and end pieces for two trays	.40
4 each, 14¼ x ¾ x 5/16" (any kind of scrap wood available) for lengthways perimeter pieces for two trays	.20
6 each 8⅛ x ¾ x 5/16" (any kind of scrap wood available) for divider pieces for two trays	.15
1 each 15 x 1¼ x ¾" (any kind of scrap wood available) for the top case support	.12
Total	6.55
Reduced price (See below)	6.25

* *NOTE: Individual prices can be lowered slightly by buying one, 7 foot piece and cutting to individual lengths needed. This will reduce price approximately 30 cents.*

GAS POWER GOES IN 1/24TH SCALE

BY GEORGE SIPOSS



...For The Fastest Scene In Commercial Racing!

It must be pretty obvious to you people out there that I'm thoroughly hooked on gas powered slot racing. The sound and smell of these miniature fuel burners just send shivers up my speed-craving spine. Up to now, however, the cars were in 1/12 or 1/20 scale and they were honestly a bit big (although a lot of fans liked them that way). There was one other drawback as well; while one could control the speed of the cars, it was pretty difficult to start from an idling position.

The thought occurred to me that given a small enough engine it should be possible to build a 1/24 scale slot racer with a clutch to permit operation just like electric slot racers The result of this project is described in this article. Even a relatively inexperienced hobbyist should be able to complete the project without much trouble.

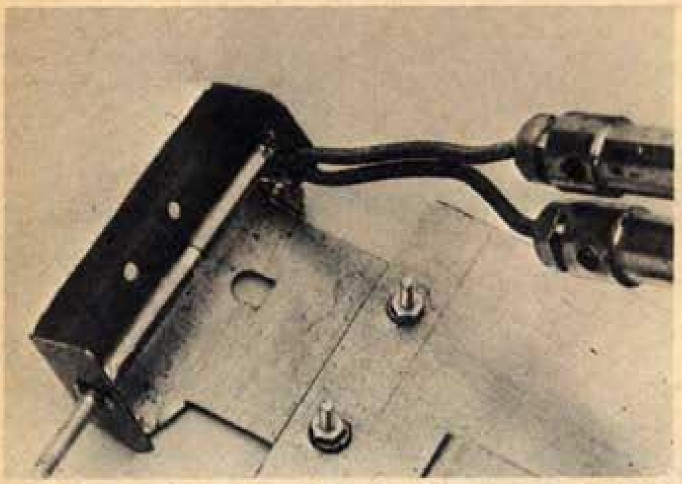
The basic principle is simple. The .020 cubic inch Cox engine has been fitted with a "flywheel" which has a small shaft extending from it. The engine is mounted on a hinge. An electromagnet (solenoid) has an arm connecting the plunger to the engine mounting bracket. When the magnet is energized the short shaft rubs against the rear wheel of the car to supply motive power. When the solenoid is not energized there is no motive power and the car slows down through the engine keeps running. Electric power is supplied from the regular slot power tapes via a conventional pick-up flag. Power is controlled by a slot racing hand controller in the conventional manner. So there it is, now on with the show!

Carefully cut out the brass chassis components using a fine tooth hacksaw. Hold the saw at an angle to the plate so that several teeth make contact at any time. Drill holes for the axles and pickup only, the other holes will have to be made after the wheelbase is properly determined by the body you intend to use. Insert brass tubes into the axle holes and solder them in place while an axle holds them in alignment.

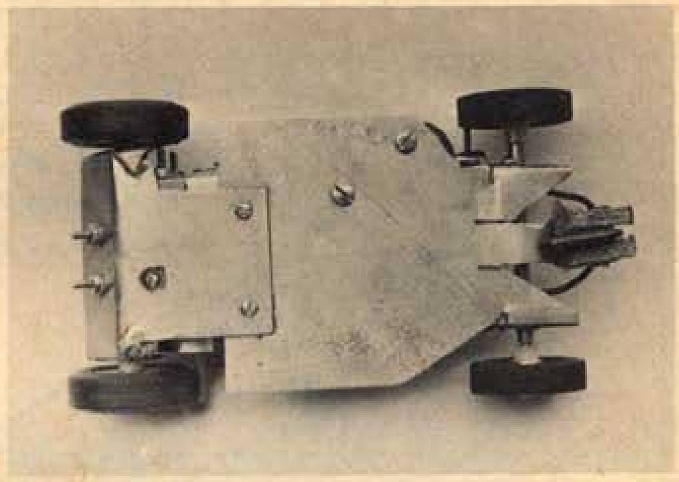
The motor bracket is cut out, bent to shape and soldered. Fasten it to a brass hinge which has at least five hooks to ensure that it will rotate freely without coming out of line. Mount the motor on the bracket using four #2-56 screws, lockwashers and locknuts.

Now let us make the flywheel. I hope that you are fortunate enough to have a "Unimat" lathe which will make it easy to turn out this part. Lacking that, take the detailed plans to a nearby machine shop where they can probably work it up for a reasonable price.

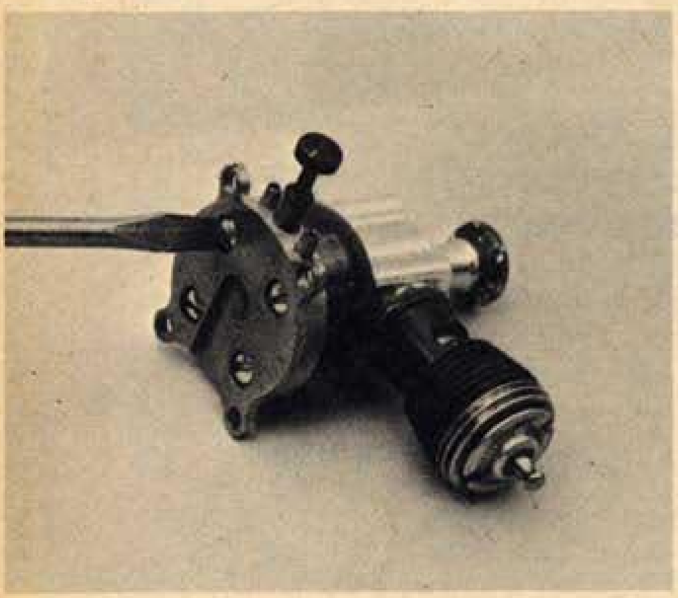
Before mounting the flywheel I recommend making the brass plate fan; cut radial slots in a .900 diameter brass disc and bend a corner of each section as shown in the pictures. Mount this fan between the flywheel and the engine. Slide a piece of rubber hose on the short flywheel shaft; tie some string on it and epoxy to secure it against a high speed failure. Now hold the engine-bracket-hinge assembly against the chassis and press the drive shaft against the rear tire. Mark the position of the hinge on the chassis and drill two 3/32" diameter holes through them. Fasten the hinge to the chassis making sure that the weight of the engine hinges the assembly out of engagement.



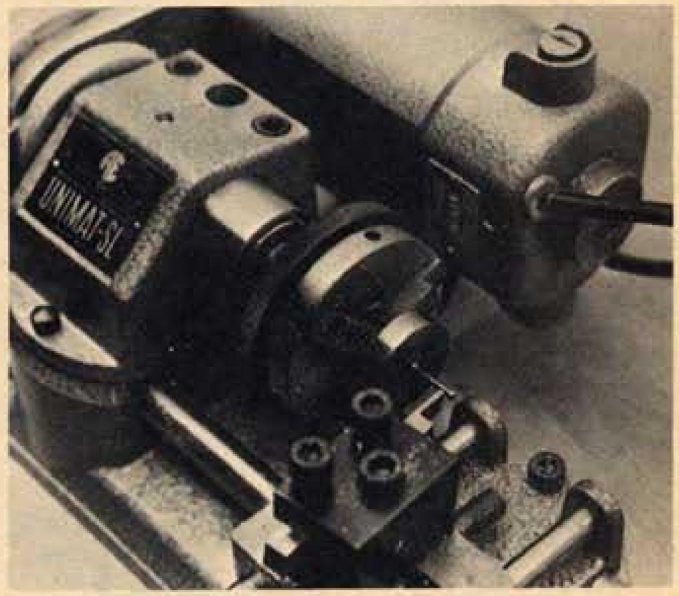
Using the templates provided in the article, work up the brass chassis. Then add the brass bearing tubes (described in the text) as shown.



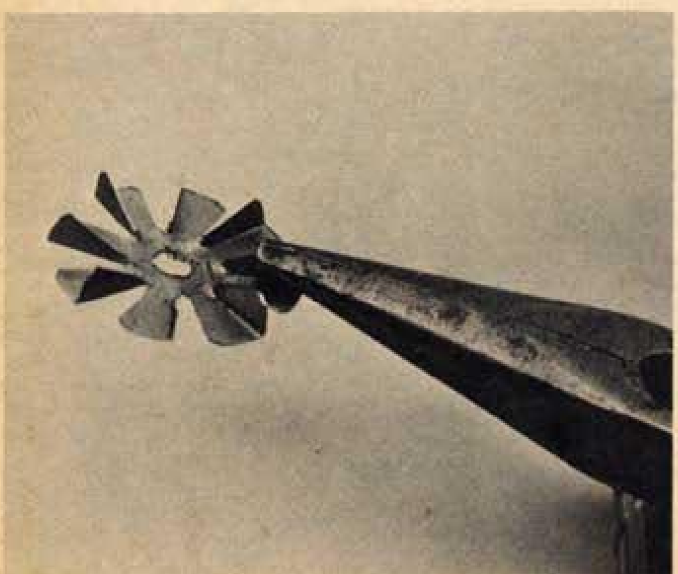
The completed chassis is shown here as it looks from the track up. All of the screws have been secured with lock nuts. It's a heavy rig, but the motor can handle it easily.



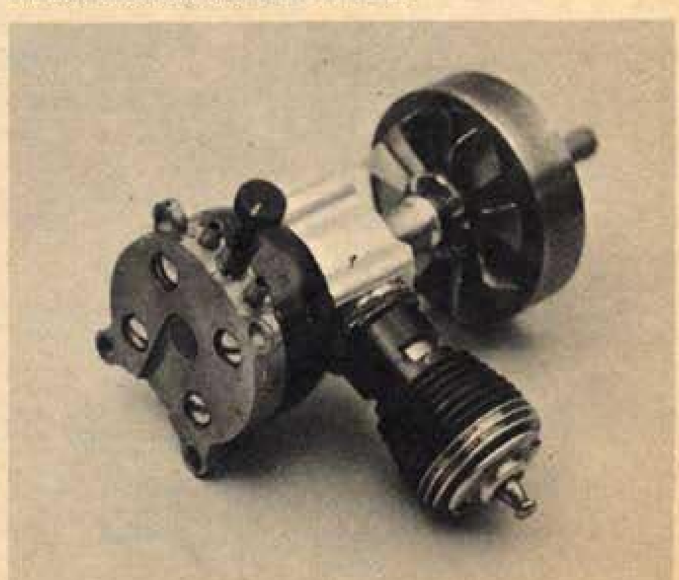
Assemble the fuel tank so that the cylinder will lie on its side when mounted on the chassis. Tighten screws securely.



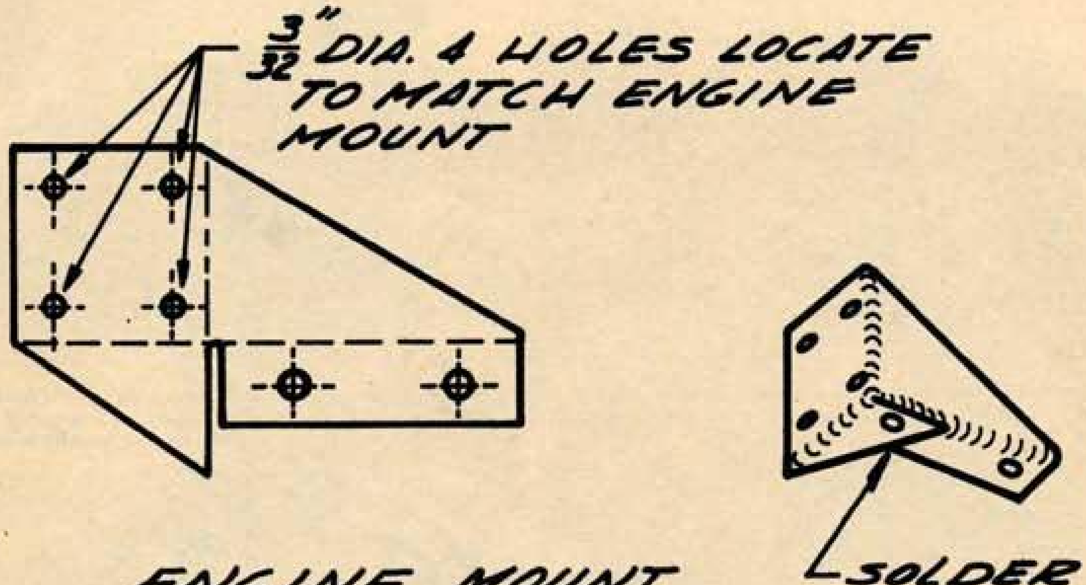
A lathe, such as this Unimat, makes working up the flywheel a real breeze. Most local machine shops, however, can also do the job for you quite cheaply.



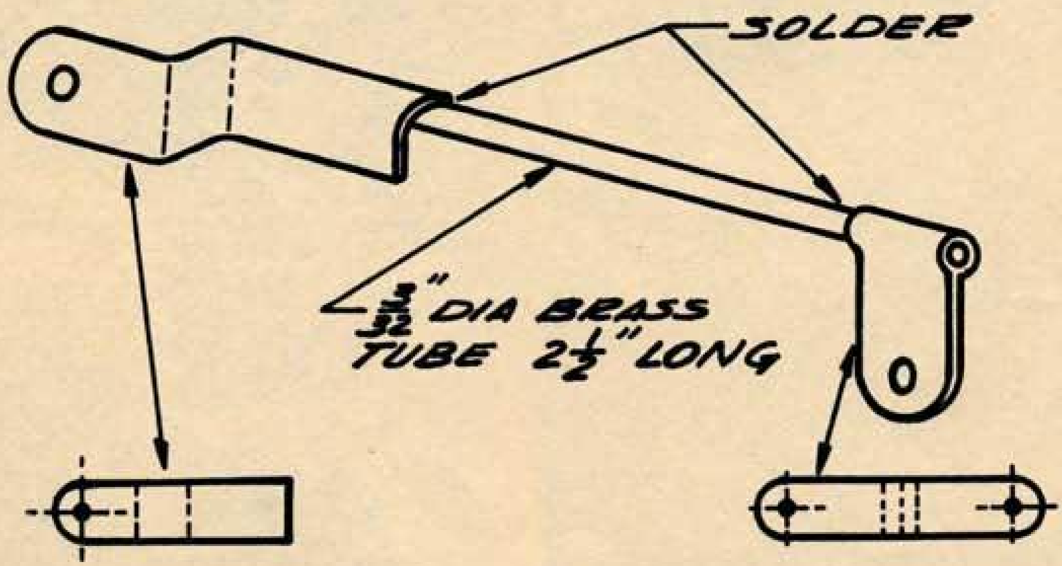
To keep the motor as cool as possible, to protect the plastic body, add a sheet brass fan to the motor-side of the flywheel.



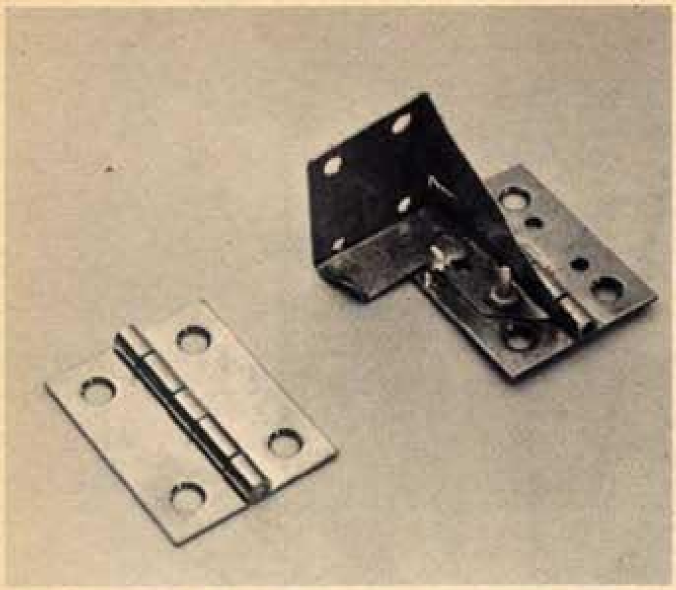
Here's the completed Cox PeeWee engine, cooler fan, and flywheel assembly ready for mounting. Secure the flywheel to the engine shaft with a locknut.



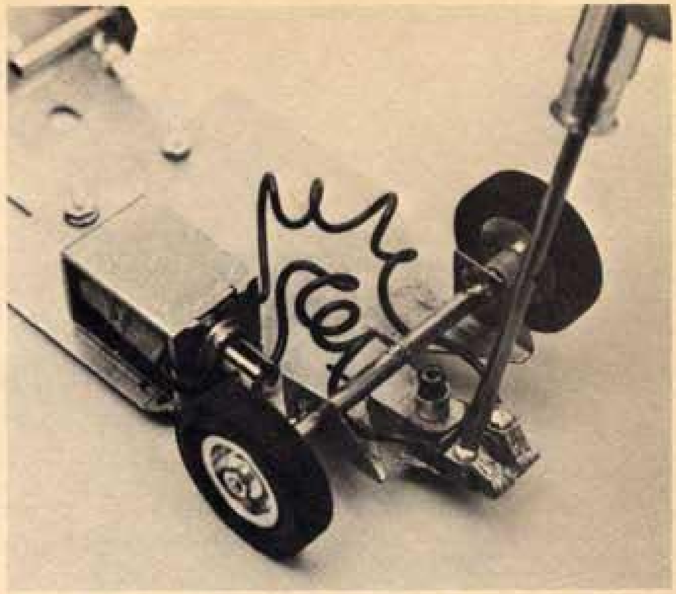
ENGINE MOUNT
(FULL SCALE TEMPLATE)
MAT'L .022 BRASS



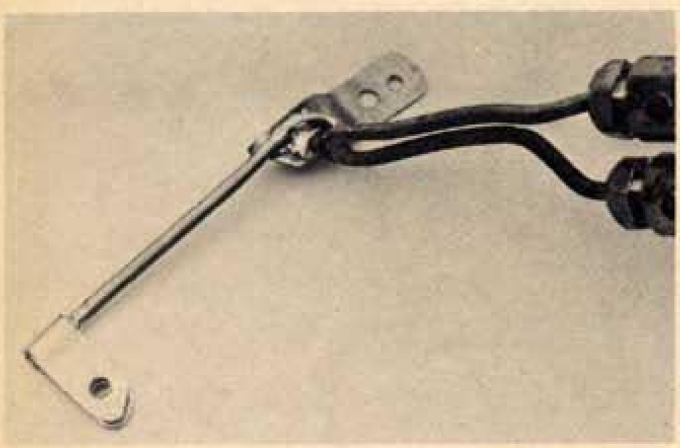
PUSHROD ASSY.
(FULL SCALE TEMPLATE)
MAT'L .022 BRASS

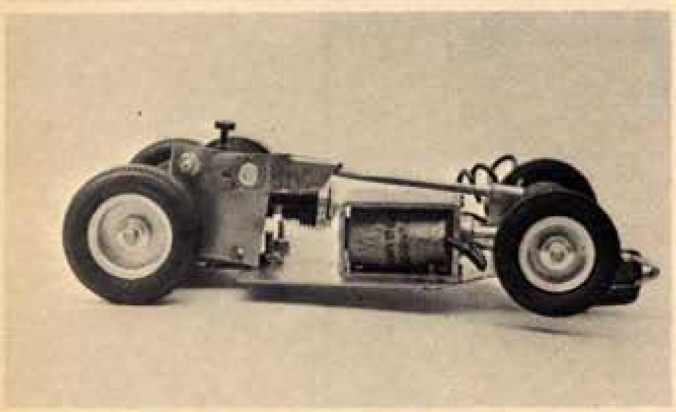


A brass hinge is the basis of the "clutch" effect; a motor bracket is added as shown on the right. When engine tilts rearward, flywheel shaft delivers power to rear wheels.

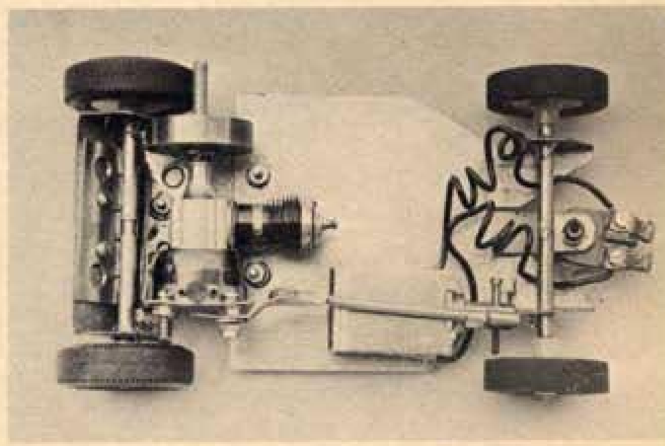


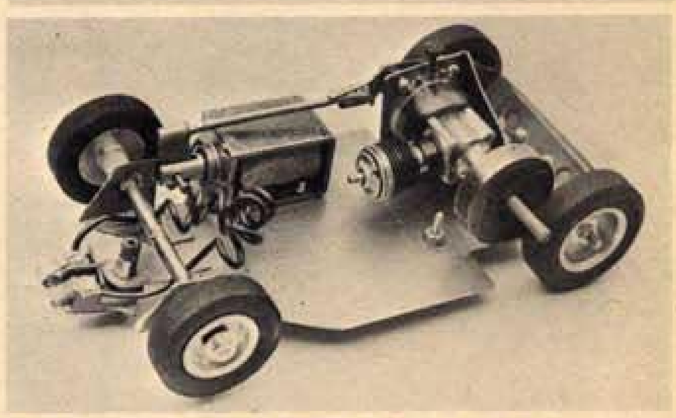
After the solenoid is mounted securely on the chassis, connect the wire leads to a conventional pickup flag assembly.





The pushrod, shown here, connects the solenoid to the motor mounting bracket. When the solenoid is energized, the rod moves rearward, tilting the engine.

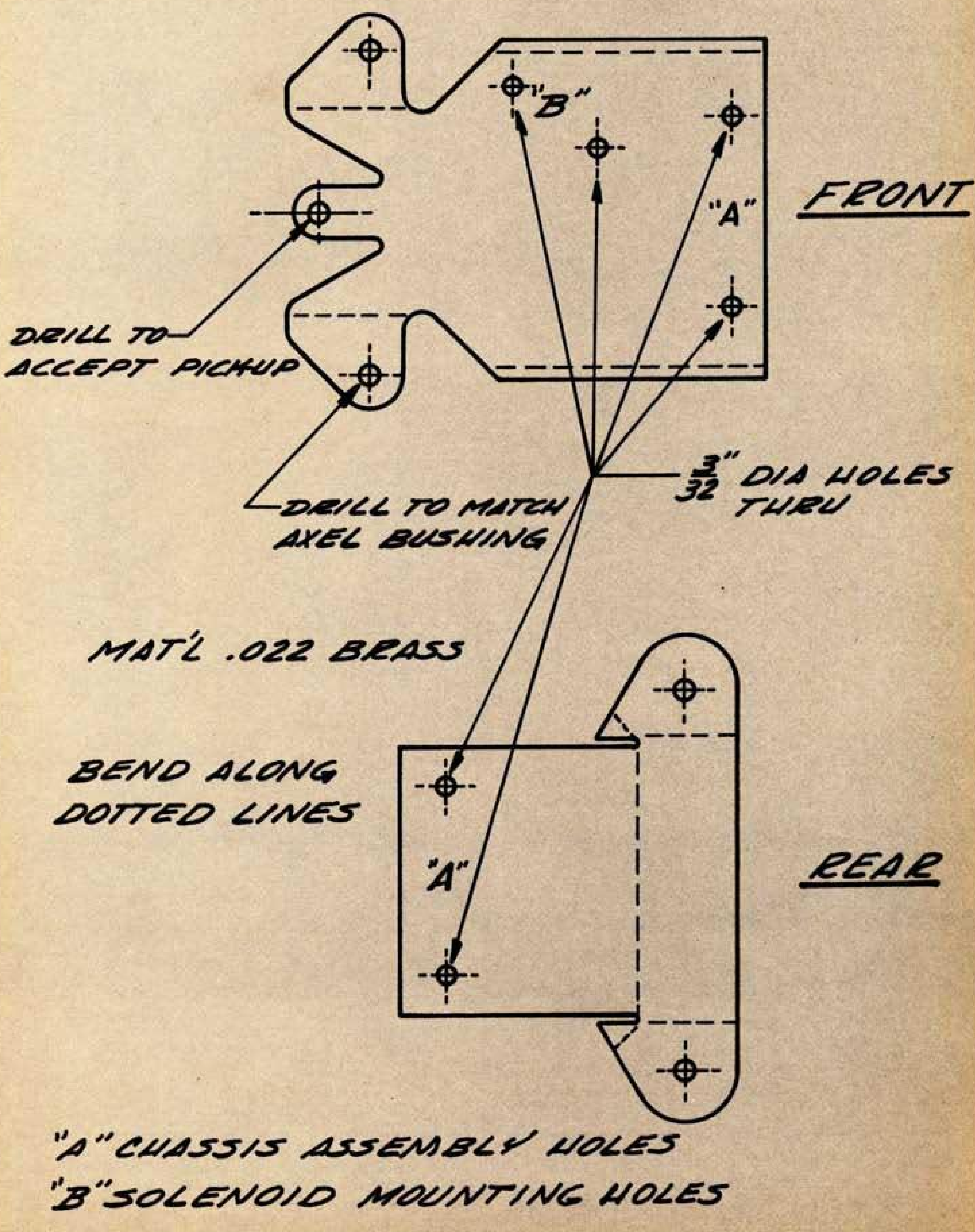




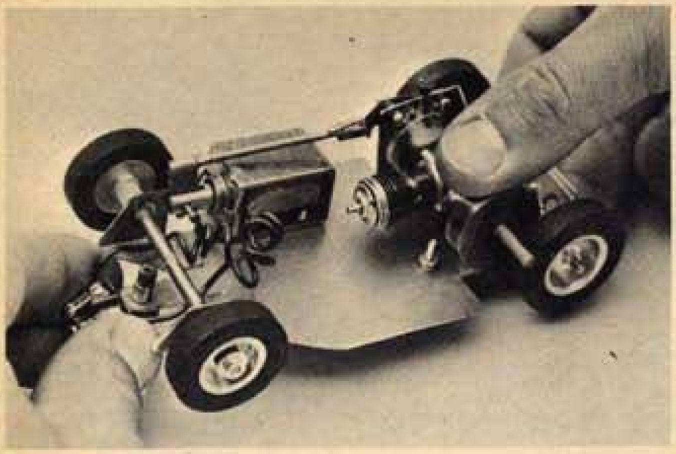
As can be seen from this top and side view, the drive principle is somewhat like that used on "gearless" slot racers; however, here the drive shaft touches the rear wheel only when the engine tilts.

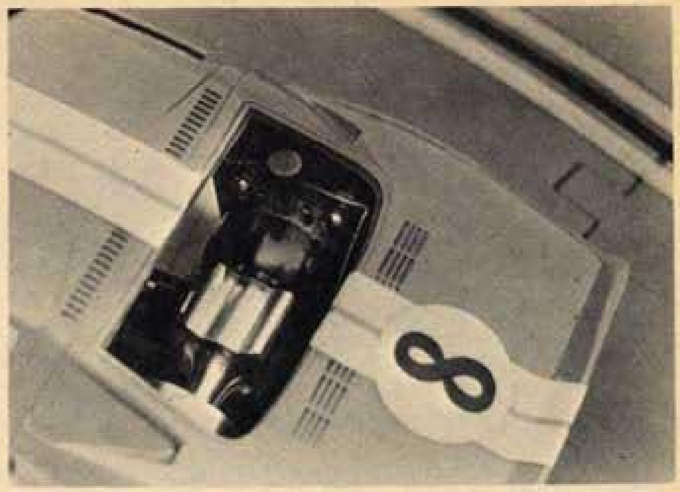
The actuating electromagnet can be ordered by mail from Allied Radio 2085 East Foothill Blvd., Pasadena, Calif. 91109 (Part No. 77 Z 565). It is a 24-volt (yes 24!) solenoid for DC operation. Mount the solenoid on the chassis with two small screws. Now make the actuating rod from scrap brass and tubing. The solenoid end is held by a bolt, while the engine end is held by two locknuts to the top right motor mounting bolt. Adjust the length of the arm so that when the solenoid plunger is all the way in, the drive shaft is pushed firmly against the rear wheel. Connect the wire leads from the solenoid to the pickup flag. Try the rolling chassis on a short piece of track to make sure that all parts are in line and nothing binds.

And now, the big moment. Fill up the gas tank with Cox fuel, connect the battery leads and spin the flywheel clockwise. Run the mixture rich, in order to keep the engine cool and well lubricated. Now place the front of the car on the slot and press the hand control button. The motor will hinge backwards causing

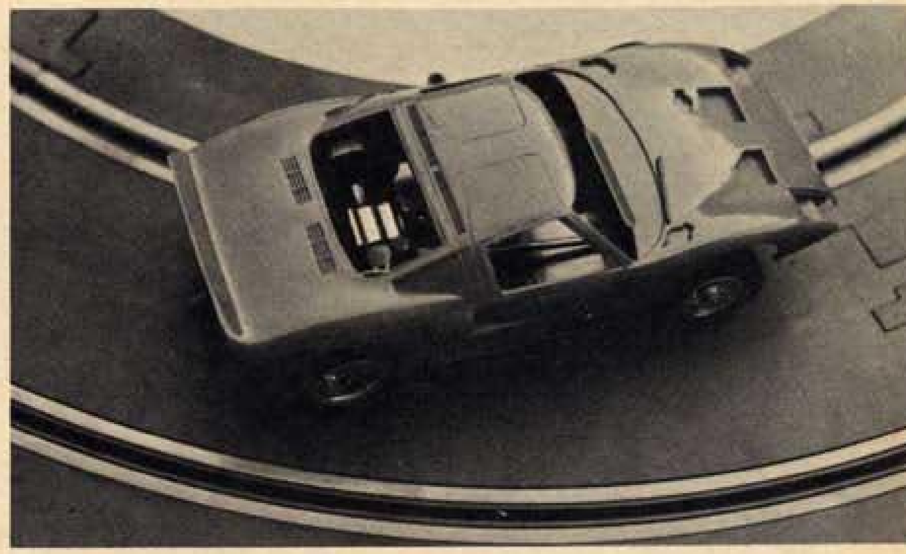


"B"
"A"
FRONT
DRILL TO ACCEPT PICKUP
DRILL TO MATCH AXEL BUSHING
3/32" DIA HOLES THRU
MAT'L .022 BRASS
BEND ALONG DOTTED LINES
"A"
REAR
"A" CHASSIS ASSEMBLY HOLES
"B" SOLENOID MOUNTING HOLES





To get the show on the road, start up the engine by spinning the flywheel clockwise; engine will "idle" at full bore. Then plunk the controller, and off she goes!



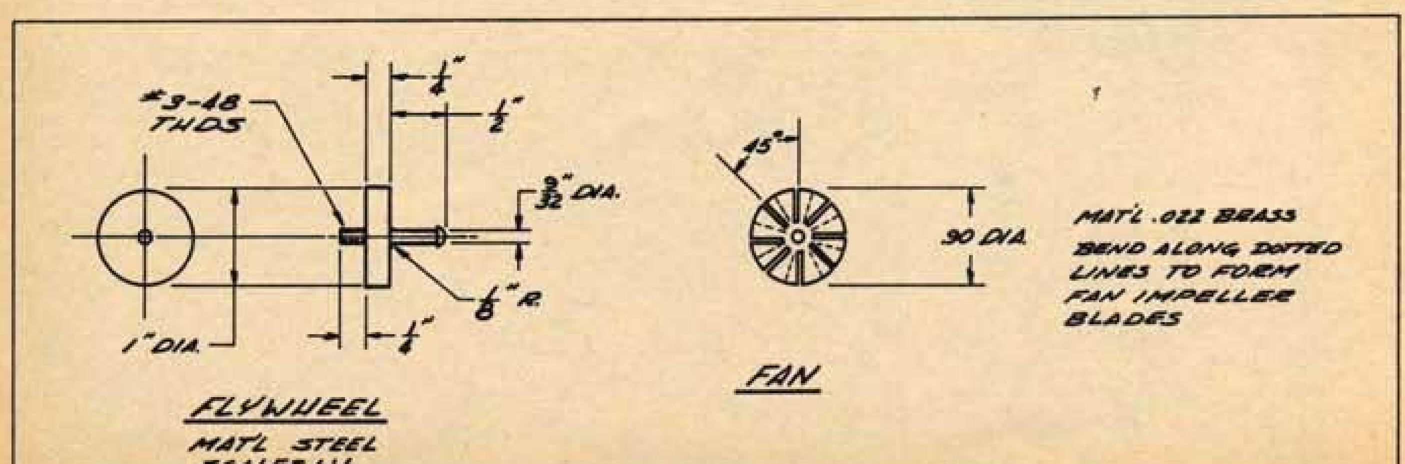
Several different bodies will fit with little cutting; this Cox Ford GT, with its large rear window, permits easy adjustment of the needle valve.

the rear wheels to sping. If all goes well, drive it around the circuit. Do not be impatient, the engine might be temperamental at first; racing engines all are. If the car runs off the track, the engine will keep on running; simply put it back and drive on. It might be a good idea to set up the axles so that the wheels are "kinda tight;" this will act as a brake.

In future articles (if you're interested), we will discuss the following items: Mounting a body; putting brakes on the car, easy starting methods: special racing "nitro" fuel, an auxiliary fuel tank for long distance racing and a flock of super tuning ideas.

PARTS LIST

.022 (or thicker) brass plate.
5/32 dia. brass tubing 5" long.
3-inch axles, 1/8 inch diameter.
Wheels and tires, approx. 1-1/4 dia. in the rear, 1 inch in the front.
Pickup assembly.
#2-56 screws, 1 dozen, plus lockwashers, nuts etc.
Solenoid, 24 volt DC.
Engine, Cox "PEE-WEE" .020 Cat. No. 100 ($3.98).



"Panel-Tang!!"

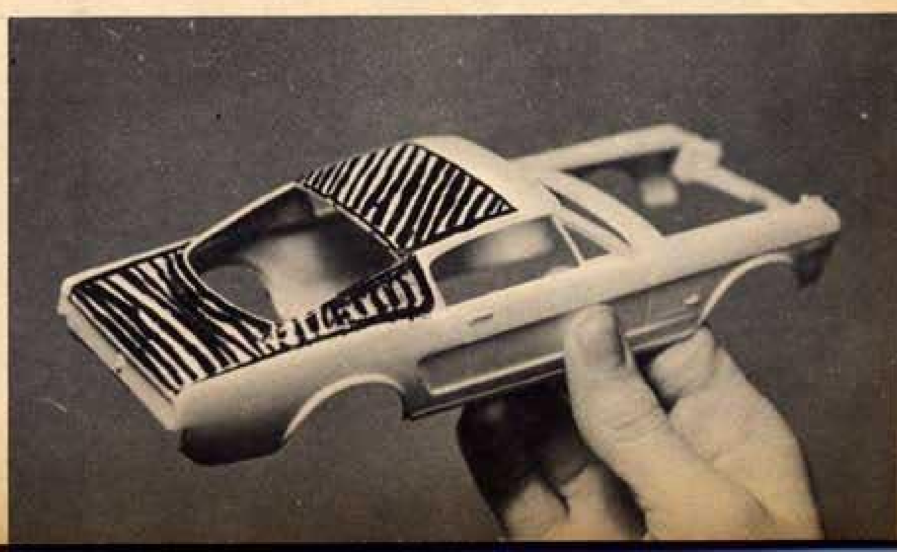


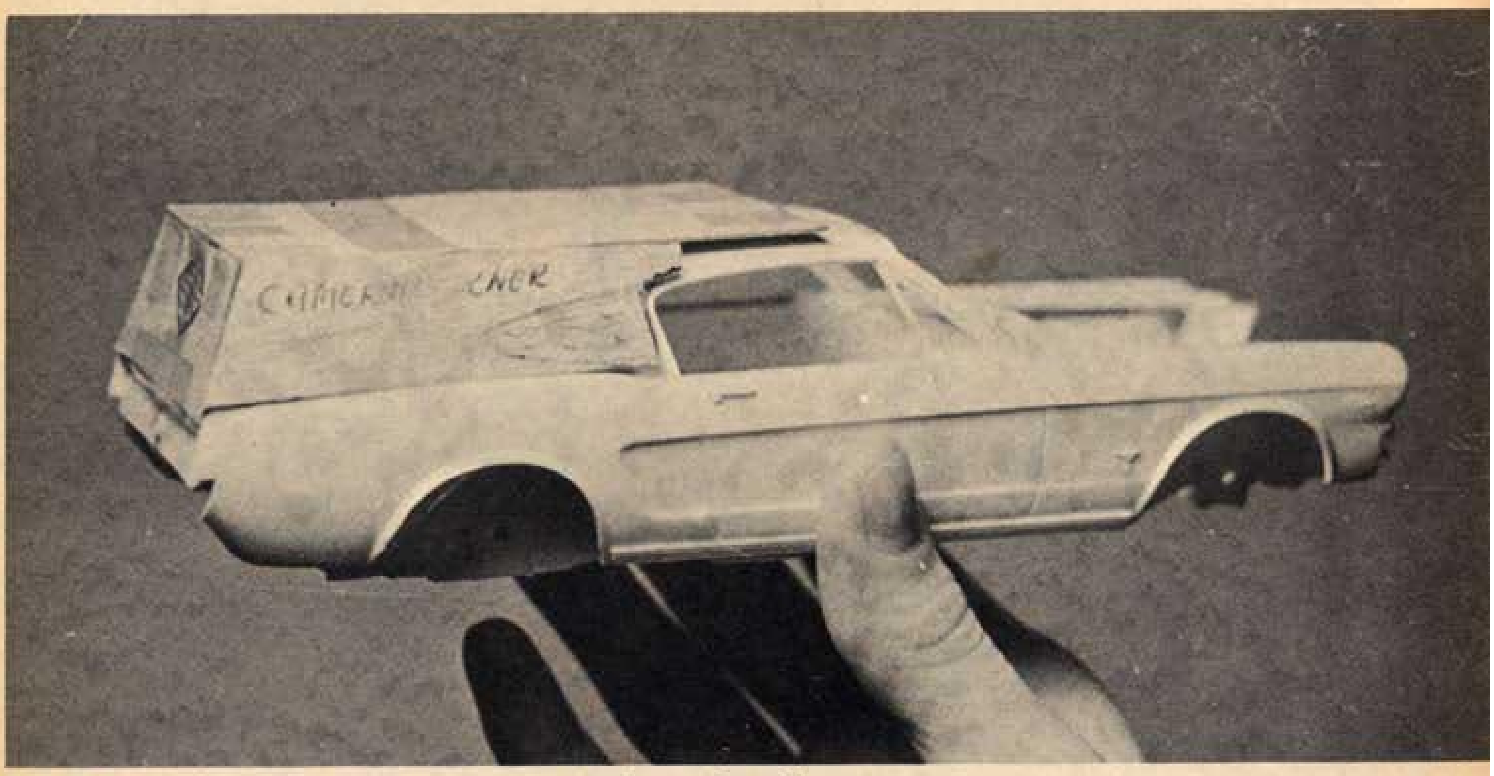


Cement the new pieces in place and fill joints with putty. Let dry for several days to allow for putty shrinkage. Add more putty and sand smooth.

Want a Mustang with a difference . . . how about a Horse of a different contour? Here's how you can make the switch from fastback to paneled surfer without any radical reworking. Start by simply cutting away the shaded area.

HOW TO GO SURFER OR PANEL HAULER WITH THE BOSS HOSS.





To build the panel cabin, first cut cardboard patterns for the top, sides and rear door. Fit for appearance. Then trace on sheet plastic and cut out.



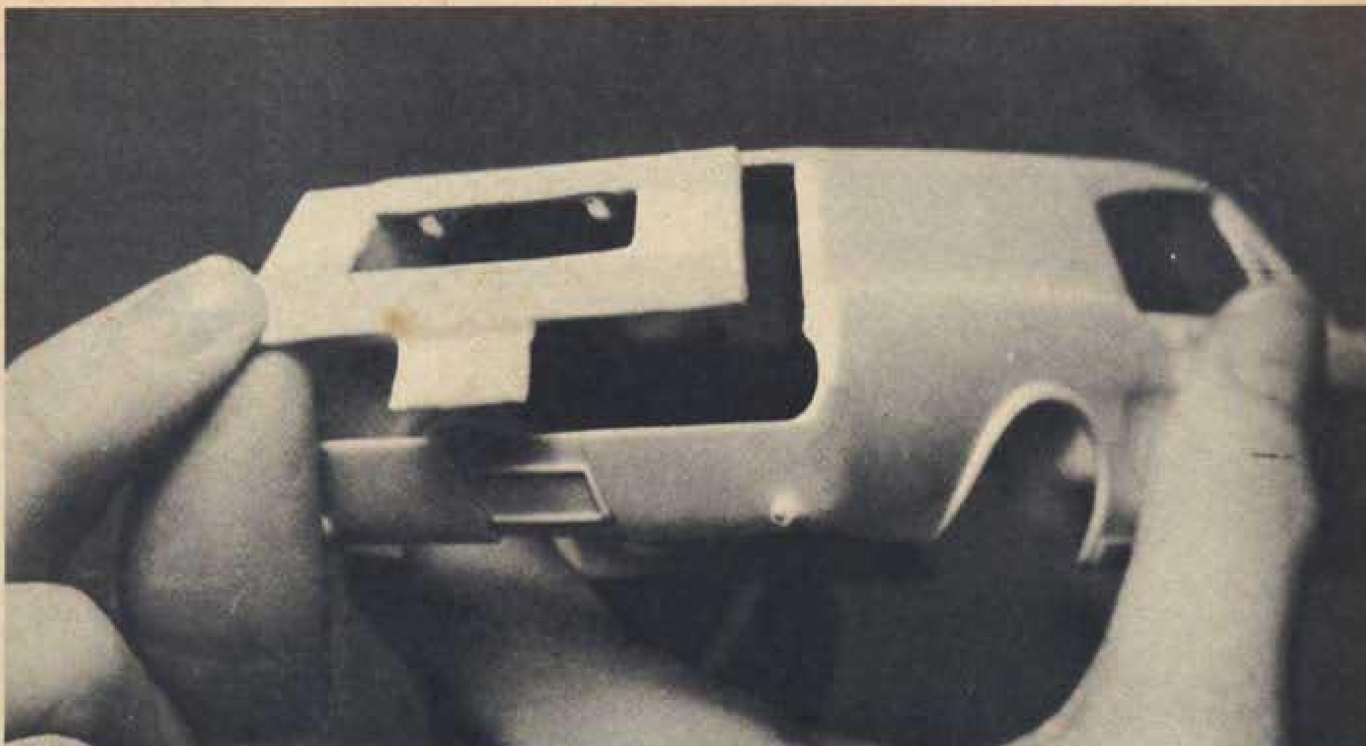
By DON CULP

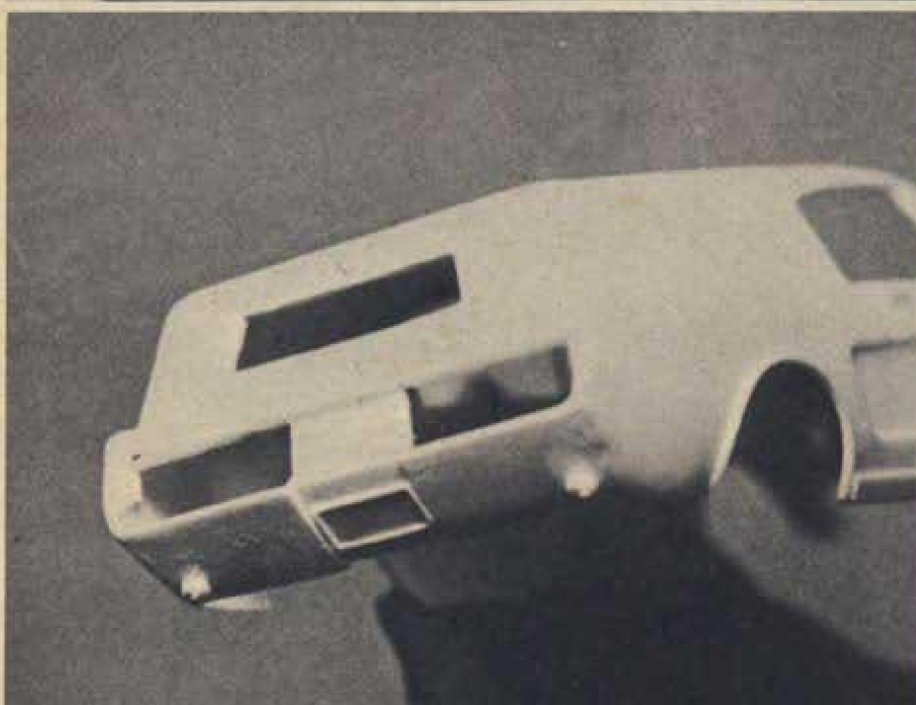
I'm wild about Mustangs . . . just as are millions of other Hoss fans across the U.S. of A., who have made it the the most popular car on the highways today. It's no question that the famous profile has won a flock of friends. However, I've often found myself wondering about the different designs and ideas that could be derived from the stallion. Many modifications and designs can be brought forth from the Mustang; and many went galloping through the canyons of my custom-conscious cranium before I came up with a rather simple but very effective design . . . specifically, the "Panel-Tang," a Mustang surfer or paneled hauler.

To build it, first let's latch on to the AMT Mustang kit . . . either coupe or fastback version. We'll leave the front end completely stock and concentrate only on the rear for rework purposes. After all, we want to get that Mustang feeling, and changing the front would only ruin our line of thought.

In our project, we'll use the fastback version, and as shown in the photos will cut away the rear roof section (using either a saw or an "Auto Cutter"). This will give us a basis with which to start our hauler.

Before we go any further, let's cut cardboard patterns for the new top, sides, and rear panel door (trim and fit for best appearance). After you're satisfied with the fit, trace the patterns onto sheet plastic and cut out. Cement the top and sides into place and fill all points with putty. Let this dry for a few





With a set of spare hinges, attach new rear door from top of cabin. For tail lights, you can use the custom T-Bird'd that come with the Mustang kit.

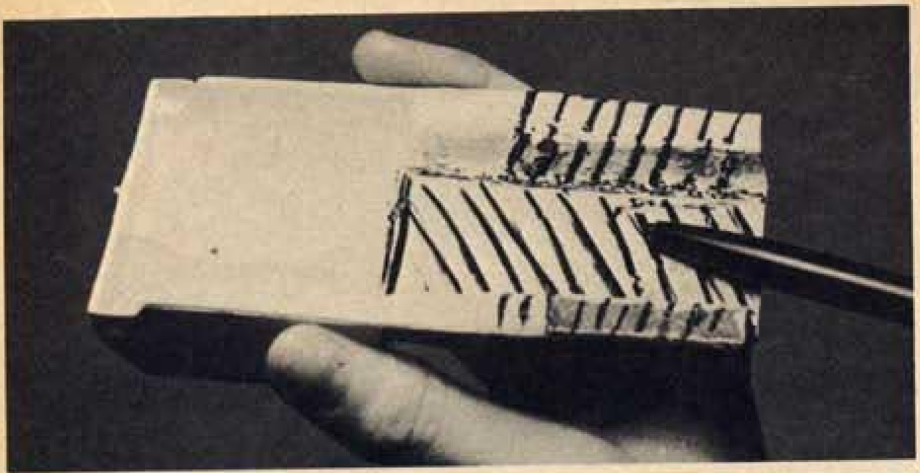


days to allow for putty shrinkage; then apply more putty. Sand, sand, and wet sand. Now the Panel-Tang should be taking shape.

Find a set of hinges from one of the many kits with working doors (or order them from Auto World). Attach the rear door panel, hinged from the top. You can cut any type window for the door. Now select the custom T-Bird taillight unit that is included in the Mustang kit and mount in place. Looks sharp.

The original interior can be used, but will have to be modified. You can get an idea how to do this from the photos. Cut out the rear seat section. Then cut some sheet plastic with which to build a panel truck bed, and cement into place behind the front seats. Sand this smooth and cover with your favorite upholstery material. We used black leather. The seats, dash, and interior door panels are painted yellow and touched and trimmed with more black leather.

We'll leave the finishing touches up to you, such as color, engine, etc. But we'll fill you in briefly on the way we finished ours. First, detail and paint the chassis and undercarriage. No model is complete without this. Tires and mag



The stock interior will have to be modified. Cut away the rear seat section, and replace with sheet plastic (lined area) cut to fit as the panel bed. Cover with favorite upholstery material.

wheels are AMT . . . included in the kit.

You can choose any engine you prefer to power your surfer. With a little adjustment, almost any engine will fit. We used the Cobra mill.

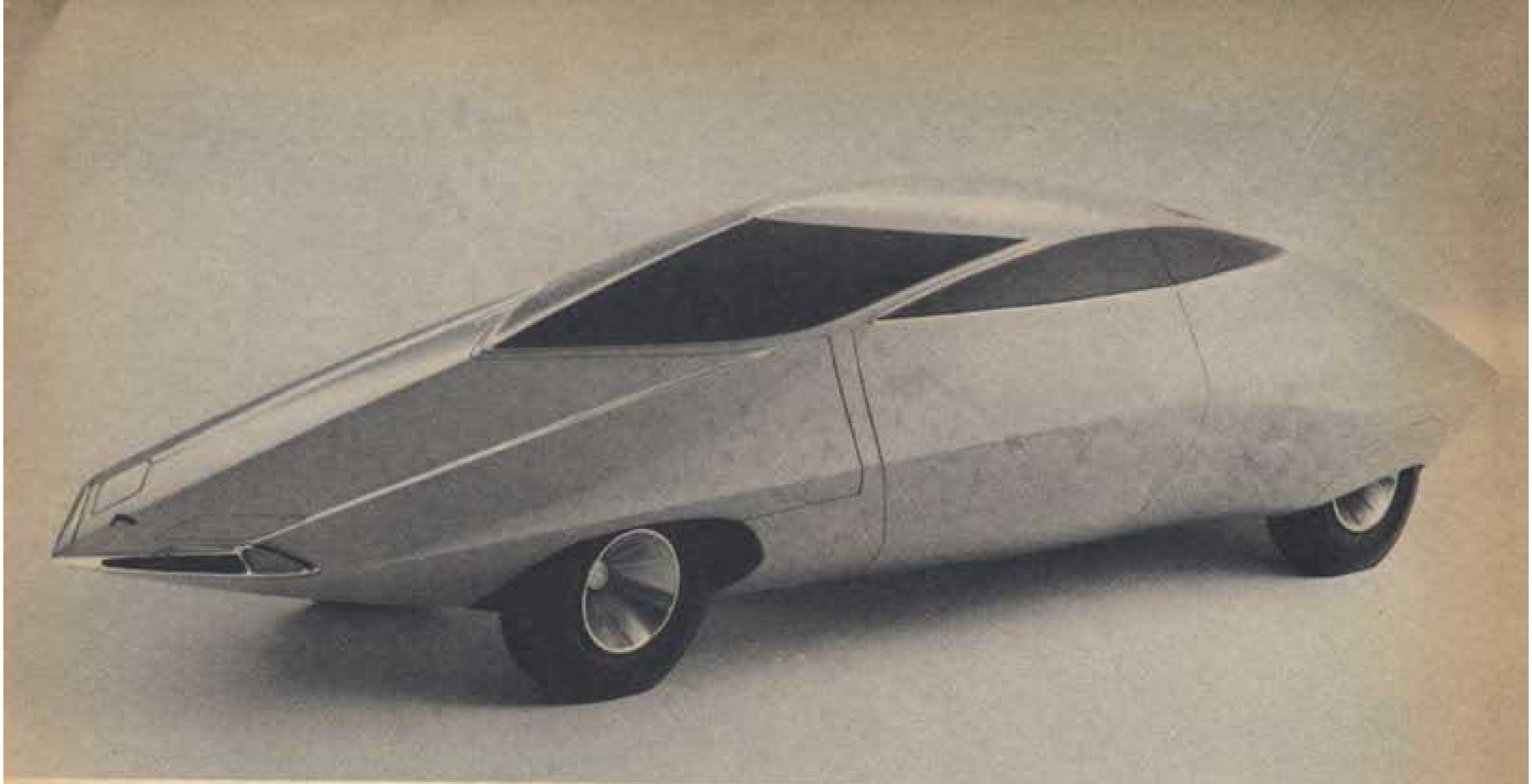
For a cool and clean finish, you can try this: prime and apply several coats of Testor's yellow (either the spray can or bottle type with a spray outfit). After getting the lustre yellow finish, let dry and mask off the sides, leaving only the indented panels exposed. Spray these with candy red. Wild is what it is!

Finally, touch up around the windshield and door handles with brush-on chrome paint. Add the antenna and side mirrors. Don't forget other details as, dual exhausts, license plates, etc.; with that, you now own yeur very own Panel-Tang. How 'bout that.



Detailing and exterior finish can be whatever you want. Our "Panel-Tang" was done in yellow, with candy red on the outside indented panels. Inside is black leather, with yellow trim.

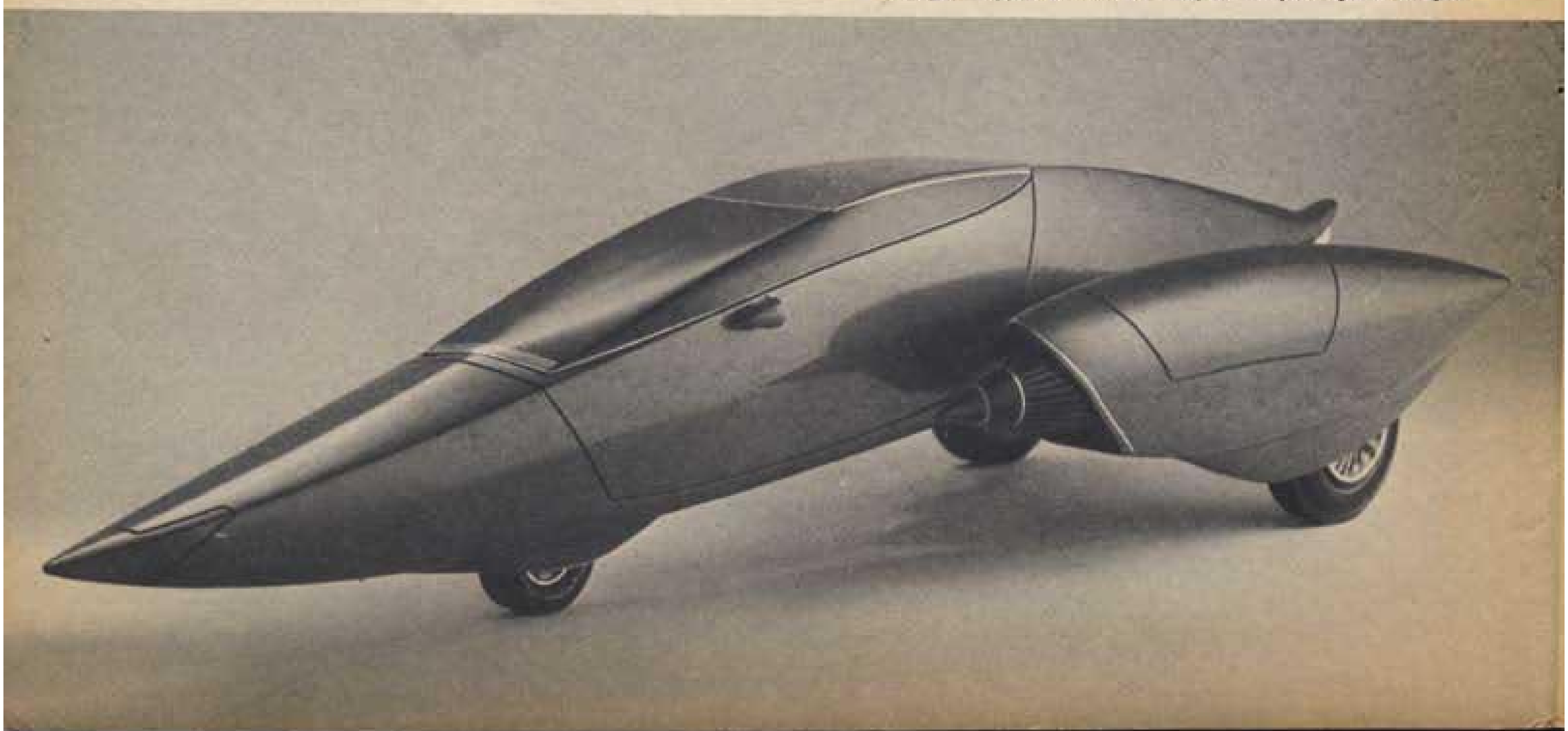




TOP MODELERS FOR '66

$117,000 AWARDED BY THE FISHER BODY CRAFTSMAN'S GUILD TO AMERICA'S HIGHEST PAID MODEL BUILDERS

Second place honors in the senior division brought $4,000 to John Mellberg, of Park Ridge, Ill., for his sleek-lined, aero-styled sports coupe.



A regional winner in last year's Fisher Contest, Ovid Ward, from Roanoke, Va., came back for another try and built himself $5,000 worth of college future with this sports coupe for tomorrow. It took 1st in the Senior division.

Ovid Ward, 21, from Roanoke, Virginia, came home from Warren, Michigan this summer with a $5,000 college future under his arm. It was in the shape of a futuristic model of a sports coupe. He had spent the last year building it, and it took top senior division honors in the '66 Fisher Body Craftsman's Guild model car contest. And in upstate New York, 15 year old Dale Gnage, of Rochester, was also $5,000 richer as the winner in the junior division. They had competed against a total of 600,000 other model builders across the nation. Out of this veritable sea of master modelers, Ward, Gnage, and 17 others had been chosen for top awards at the finals held in Warren.

Back in our June issue, we picked Ward as the man to beat this year. A lot of guys tried, but he'd been up against some tough competition before and finally made it all the way to the top. In 1961 and '62, he won top state honors; in '63 his model was selected for third state honors; and in '65 his entry won top state and regional honors for the four state area of Virginia, West Virginia, Delaware, Maryland and the District of Columbia.

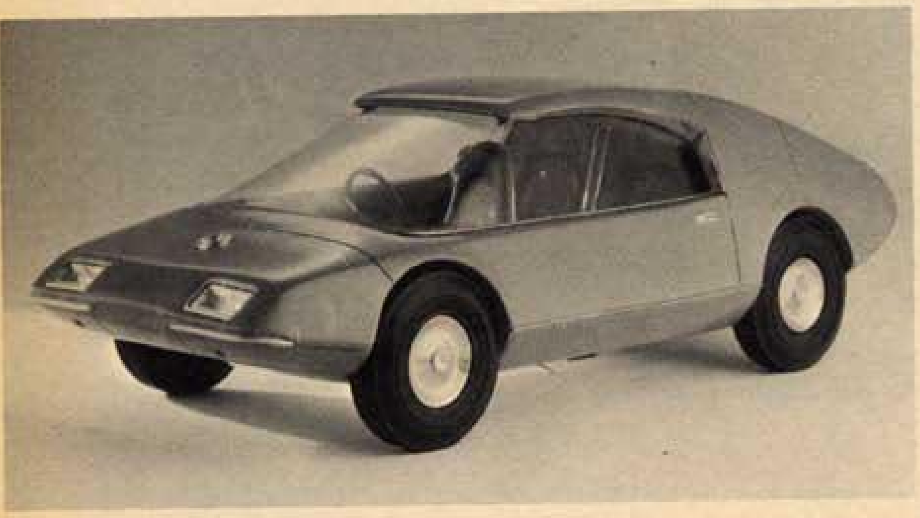
His final try featured a sculptured hood, retractable headlights and gracefully sculptured lines which give the car a real feeling of motion. Somewhere over 500 hours went into the designing and building. But, with that $5,000 award, he was working for some pretty nice wages (who can knock $10 an hour??).

Other senior division winners were John Mellberg, Park Ridge, Ill., winner of the second place $4,000 scholarship; Kenneth Kelly, St. Petersburg, Florida, who took the third place $3,000 award; and fourth place winner, Joseph D'Mura, East Gary, Ind., who received $2,000.

Junior division runners-up start off with $4,000 to Bruno Bottarelli, Chicago, Ill., for second place; third place honors and $3,000 to Larry Hagen, New Brighton, Minnesota; and the fourth place $2,000 scholarship to Leonard Constance, from Flint, Mich. Leonard is the son of a General Motors employee and therefore a duplicate award was made in the junior division to Carl LaRoche, of Franklin, New Hampshire.

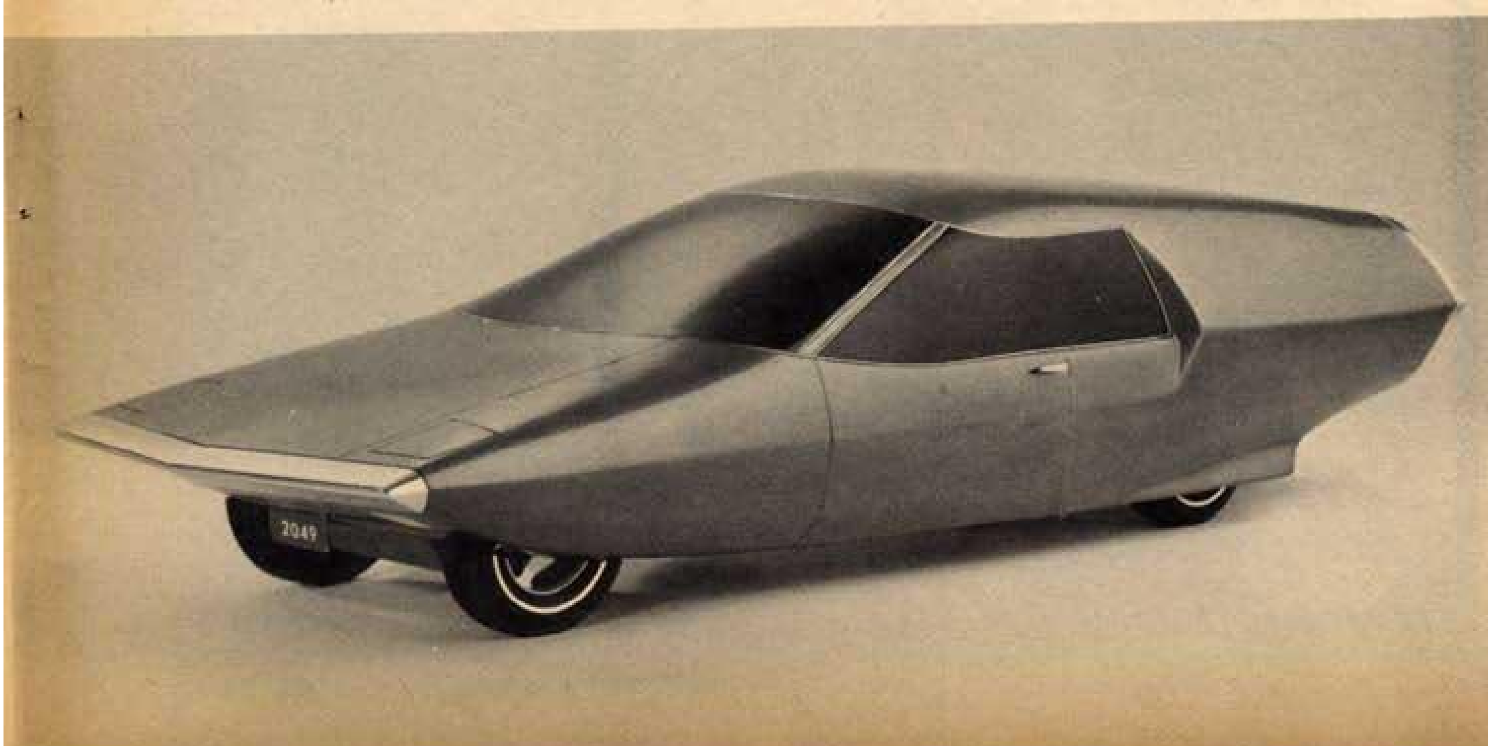
In addition to these top winners, ten $1,000 styling scholarships were awarded at the finals on the basis of design excellence. The winners were: Michael Czyewski, Detroit, Mich.; Frederick Duddles, Oak Park, Michigan; John Faust, Anderson, Indiana; Craig Hover, La Mirada, Calif.; William Lewandoski, Lincroft, N.J.; Thomas Majestic, Cleveland, Ohio; Robert Porvaznik, Hastings, Minn.; Lance Prom, Vancouver, Wash.; Kenneth Stearns, Cranston, Rhode Island; and Karlin Wong, of Torrance, California.

Each year the Craftsman's Guild awards 1078 cash prizes and university scholarships totaling $117,000. To date



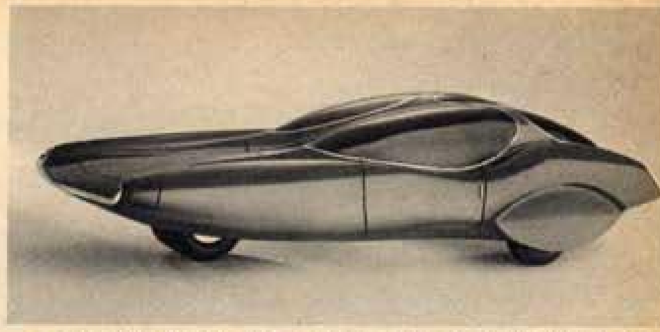
Bruno Bottarelli, of Chicago, Ill., took the second place $4,000 scholarship in the junior division with this three-passenger sports coupe.

Top honors in the junior division went to Dale Gnage, of Rochester, N.Y. His futuristic "sports commuter vehicle" earned him $5,000 for a year's work.

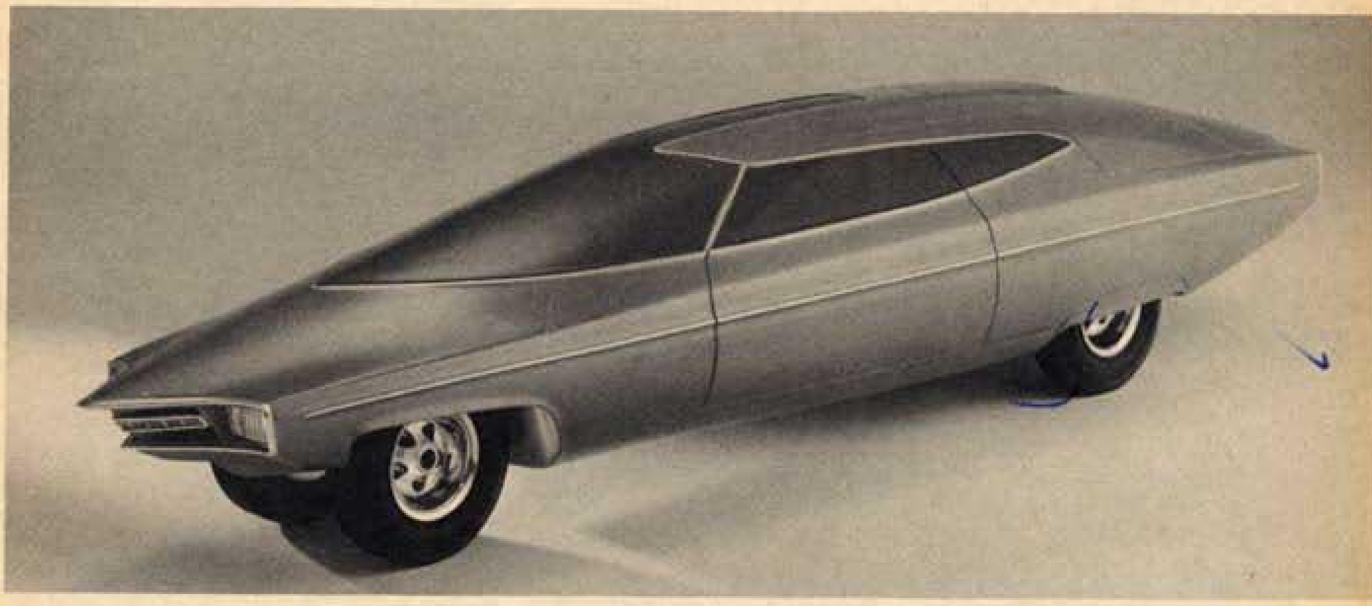




Sports coupes rule! Here's yet another that came away with the money. With it, Joseph D'Mura, of Gary, Ind., picked up $2,000 and fourth place in the senior division.



Retractable headlights, sculptured hood and bubble top are just a few of the winning points on this four seater that won $2,000 and fourth place in the junior division for Leonard Constance, of Flint, Mich.



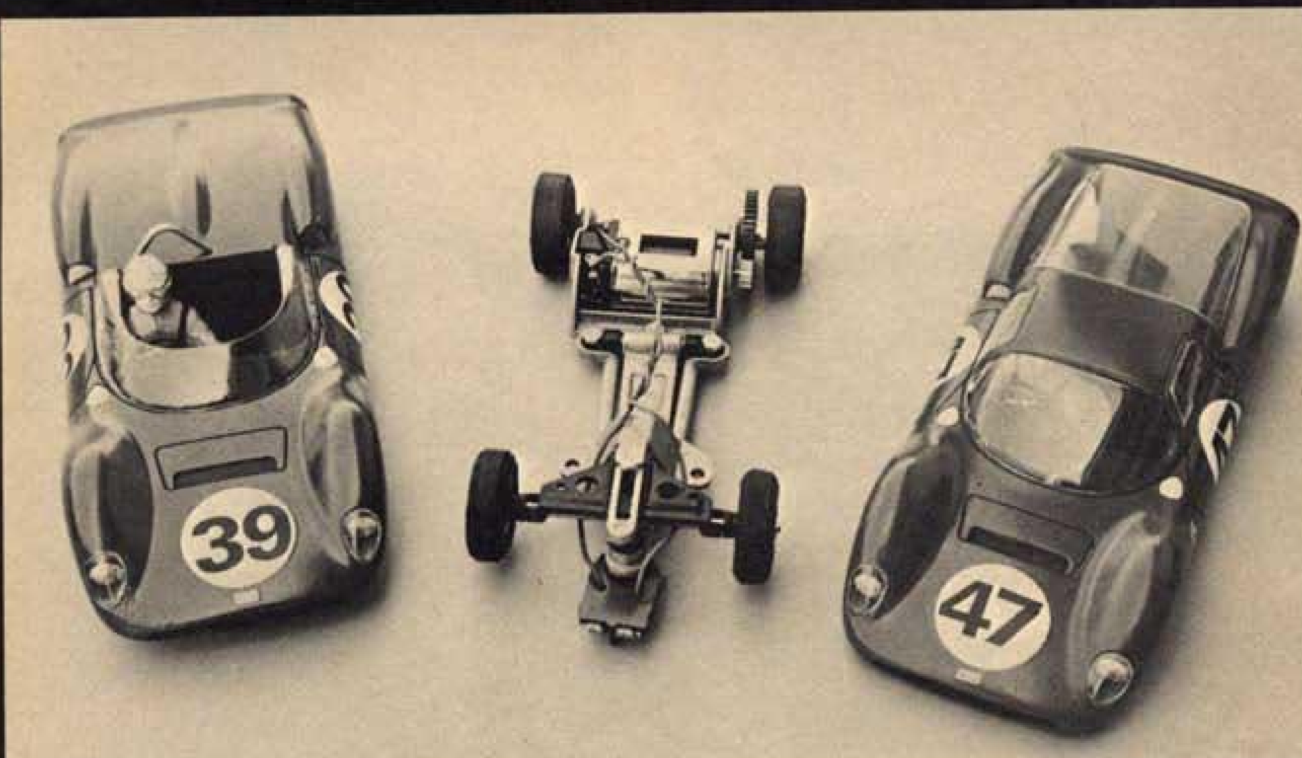
This five-seater deluxe sports sedan earned a price-tag of $3,000 when it took third place honors in the senior division for Kenneth Kelly, of St. Petersburg, Florida.

more than $2.5 million has been given to over 8.7 million American modelers. Guildsmen who receive scholarships are free to attend the school of their choice and to pursue any course of study.

The only unfortunate aspect to the Fisher Contest this year is that most of you out there didn't even bother to try. You had absolutely nothing to lose and a whole future to gain. And even if you hadn't won, you would have learned an awful lot about the finer techniques of automotive design. However, rather than rake you verbally over the editorial coals, we'll leave you with this last piece of advice . . . and it's free. Right now, write to the Fisher Body Craftsman's Guild, General Motors Corporation, Warren, Michigan 48090. Let them know you want in on next year's action. Even if you lose, you win.

"CALIFORNIA CREAMERS"

Cox Unleashes **Two** New Speed Machines For The Price Of **One!!**



A lot of value, at $10.98! You get the chassis, and two bodies, both injection moulded. That's a Dino 206/SP Spyder on the left, and a Dino 166/P Berlinetta on the right.

By Ray Hoy

That's right, I said "creamers", not "dreamers". The two cars you see in these photos come from Cox Mfg. Company's latest kit, the Ferrari Dino *double car kit*. That's correct fellas, two bodies and one highly competitive chassis, for just $10.98. And believe me, either one of these snarling road machines would be worth $10.98, by itself.

The Dino kit is in 1/24 scale. Both bodies are injection moulded, and are the lightest bodies of this type that I have ever encountered. The detailing has not suffered, fortunately, and they even have full interiors, a feature that has made Cox famous, or maybe it's the other way around. Anyway, this car will tickle everybody — the chap who digs sheer speed, the guy who is Concours-minded, and the guy who just plain likes to win races.

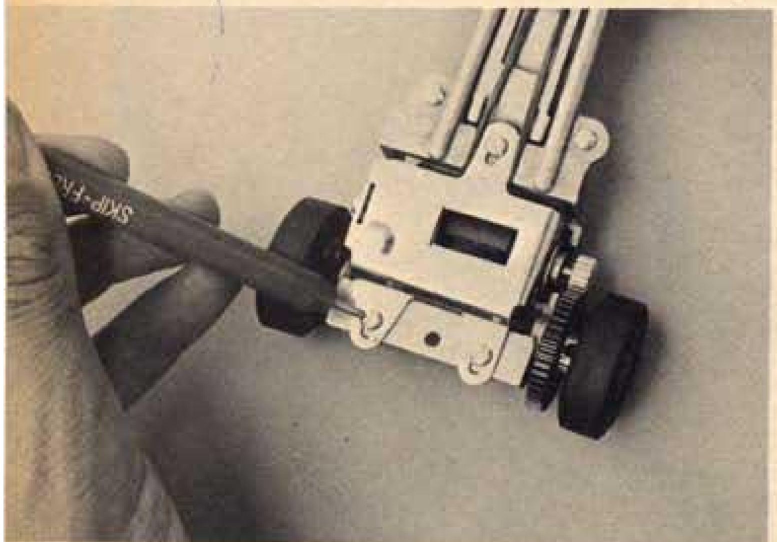
To start right at the heart of things, the chassis bears close investigating. Cox has eliminated the one feature that I disliked about their older cars, the lack of a motor adjusting arrangement, for gear ratio changes. The new chassis will take ratios from 2.5:1 to 6:1. If you can't find the ratio you need in *that* range,

The cast mag/winder chassis has several improvements, including a fully adjustable motor and longer swing arm. The guide features "snap in" brushes.



A simple rubber band keeps the guide shoe deep in the slot. It's not elaborate, perhaps, but it works! And it adds no weight either.

Loosen three screws and you can slide the motor far enough fore and aft to accept ratios from 2.5:1 to 6:1! The wheelbase adjusts from 3-3/4" to 4-1/2".





you'd better break out a pair of oars for motive power!

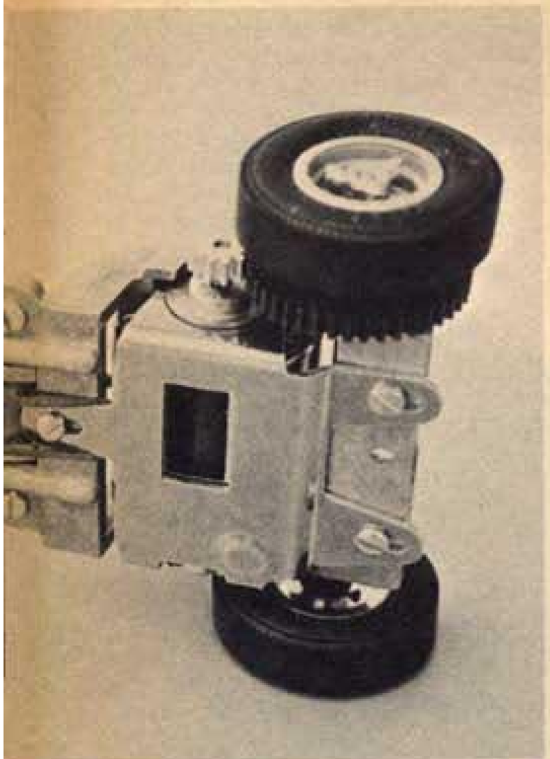
The extra long swing pickup arm now features a timehonored, simple, inexpensive, and lightweight means of keeping the shoe buried in the slot – a rubber band! It works just fine too. The pickup shoe has snap-in brushes, and no tiny screws are needed at all. Bravo!

The front stainless steel axle allows

If you are a Ferrari fan, and who isn't, you'll melt at the sight of this beautiful 206/SP hurrying through corners and rushing down straight-a-ways.









The full interiors on both cars really set them apart from the rest of the crowd. You can stuff a ton of detail into these cars.

free wheeling, and the rear one is equipped with those famous, highly effective tapered hubs. The wheels that go on these axles are magnificent mag "Dino" 5 spoke wheels. Unfortunately, the knock-off hub looks too big for the rest of the wheel, at least to me.

A sidewinder, Cox TT-X150 motor drives this bomb, and even in stock condition, it really motors around at a tremendous rate of knots!

The rear bearings are Coxalloy, and the front axle runs in part of the nylon front suspension. All tires are splendid Dunlop units, "spot-on" for scale and the sweetest-appearing jobs you'll ever eyeball!

Handling of this chassis, with either



body style installed, is absolutely viceless. Really a very easy car to drive, and silky smooth.

You can race in Open-Sports or G.T. races, after only a two-minute body change. Obviously this will make racing quite a bit cheaper, since you don't have to buy two separate cars.

My only suggestions for future cars would be to add long accessory locating pins, so the parts could be heat sealed from the bottom of the body, rather than having to be glued. With so much window area, you must be extremely careful not to smear any glue on the plastic. With so much window area on the coupe, it's a problem that the newcomer or younger builder may encounter. Headlight lenses in particular, usually are "botched". Long pins here would be really appreciated.

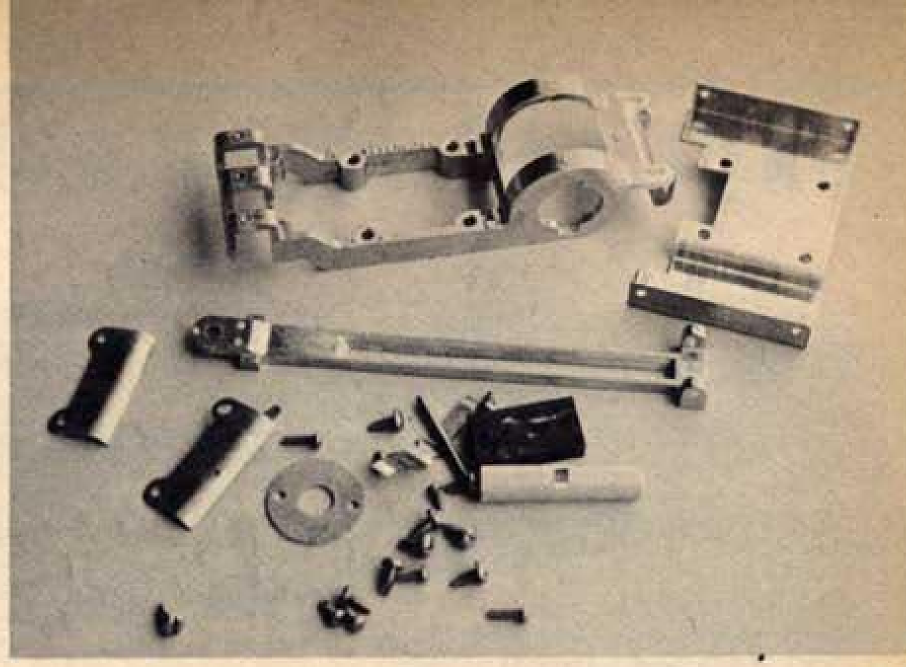
You simply can't go wrong with this kit. It has almost everything you could ask for!

The coupe is a thrilling machine, whether it's screaming along the track, or just parked! When you peer through the window and see that full driver and cockpit, you'll glow all over!

G.T. or open sports machine, they're both beauties! It makes me so glad I don't have to choose between them. It takes about two minutes to change bodies!



These components quickly assemble into a tremendously strong chassis for the Globe "Screamer" motor. The chassis features a sprung front end.



Here's a cheering bit of news from the makers of the famous SS-91 "Screamer" motor, Globe Industries, Inc., (of 1728 McLain St., Dayton, Ohio 45403). They have formed a Racing Division, called Versitec, to develop new racing equipment specially designed for the Screamer and the SS-81.

The Racing Division of Globe Industries, Inc., wasted no time in conjuring up a wicked piece of merchandise

THE SCREAMER FINDS A HOME

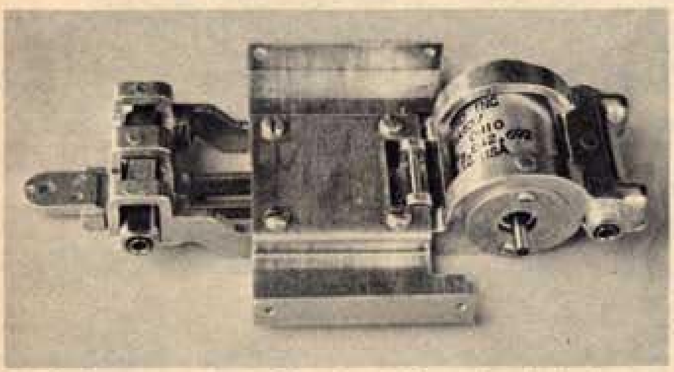
At Last! A Specially Built Chassis For The Globe SS-91.

for the front office! Their engineering staff, which consists of aero space people, has designed a chassis for the SS-91 and SS-81 motor, that should do wonders for this powerplant.

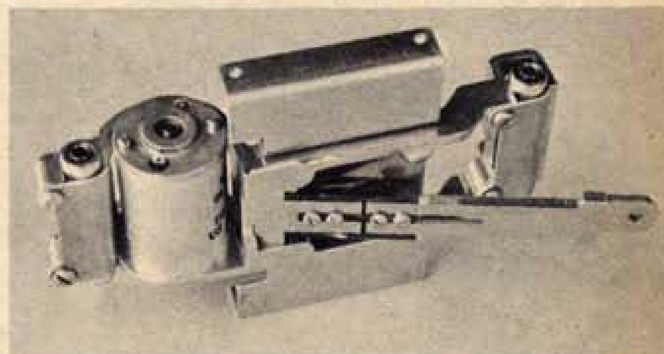
The chassis sells for $7.00, and consists of a cast aluminum frame, front suspension, motor mount, swing pickup, and a body mount. Bearings, motor, gear, axles, wheels, pickup, and tires not included.

The frame seems excessively heavy, although much weight can easily be removed without weakening it. However it certainly does a fine job of providing a happy home for the powerful "round" motor. Power is transmitted to the road with no fuss, thanks to the excellent design of the chassis. The wheelbase is fixed at 90", the ideal dimension in most designer's opinion.

More and exciting things will no doubt be appearing from Versitec in the near future. We look forward to seeing them!



The body mount secures the swing pickup pivot in the frame. The ball bearings are available as accessories, and are not included in the price of the chassis.



The pickup arm can be cut to any length you desire, then clamped in this special holder. The clamp allows additional fine adjustments, front and rear.

Other quality components available from Versitec, include ball bearings, brush and spring sets, brush holder assemblies, and armature kits.



The entire front or rear axle assembly can be removed in seconds, by loosening two screws.




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VINTAGE—1928 Lincoln Sedan, 1932 Imperial, 1928 Ford Truck, 1933 Chevy Panel, 1932 Chevy Roadster, 1927 Lincoln Roadster, 1932 Chrysler Convertible, 1932 Chevrolet Cabriolet & Truck, 1929 Station Wagon

MODEL PRODUCTS CORPORATION MOUNT CLEMENS, MICHIGAN

"A-T-L-A-S" SPELLS

Long time heroes of the H.O. scene, Atlas also won a flock of fans with their 1/32nd machines. Now, they're out to "balance the scales" with a new line of 1/24th speedsters.

By RAY HOY

No son, all slot racing motors *aren't* made by Mabuchi. Yes, there *are* fast cars made in states other than California. No, there really *is* a place called New Jersey in the United States, and yes that *is* where this company called Atlas is located. No, I *don't* think I'll ever go back there to visit their plant because it gets cold and actually *snows* there in the winter time! Oh, you don't know what snow is, you poor California native! Well you're not missing a thing!

Anyway, yes Virginia, this company called Atlas actually *has* produced two cars in 1/24 scale that I think are pretty good, and yes, I will tell you all about them. (Somebody come and take this inquisitive kid away!)

1/24 scale! From Atlas? Those H.O. people? Well, why not, they started making 1/32 scale a short while back, didn't they? And man, everybody knows how good they turned out! So why not a 1/24 car or two?

Indeed, why *not* a 1/24 car or two? They sure look good to me! Hmmm, a Lola T-70 and a Ferrari 330/P2. Nice looking bodies. They're injection jobs, but pretty heavy. But man, look at that motor! Atlas calls it an AT-406 6 volter, and it has ball bearings inside! That's a rare bit, you have to admit. It's an inline too, which is rare also, in this day of the "can".

Both kits come with machine cut brass bevel gears, a quality set too, with set screw positioning. Once you get those things adjusted, they'll run forever.

The pickup is a non-swinger, which hurts a bit on some of the "hilly" commercial tracks, but the shoe is a good one, needing no screws to secure the pickup brushes with.

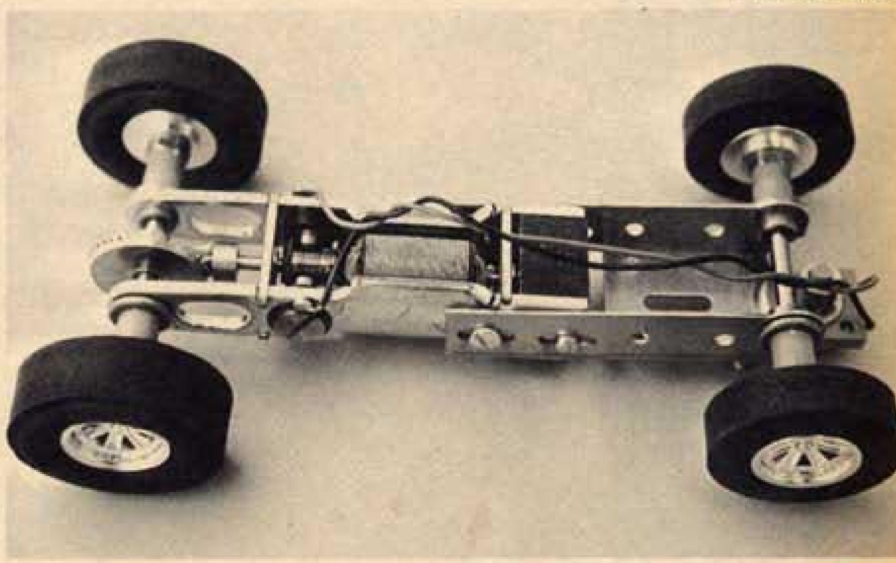
The motor-chassis unit reminds you of the old Pittman 195 motor-frame units that were so popular a few years ago. This is really a good way to go, as you eliminate the weight of a big conventional frame. The rear of the motor carries a built in axle bracket. Although very fine oilites are used front and rear, the holes will accept Atlas No. 1570-7B ball bearings, which go for $2.25 a pair.

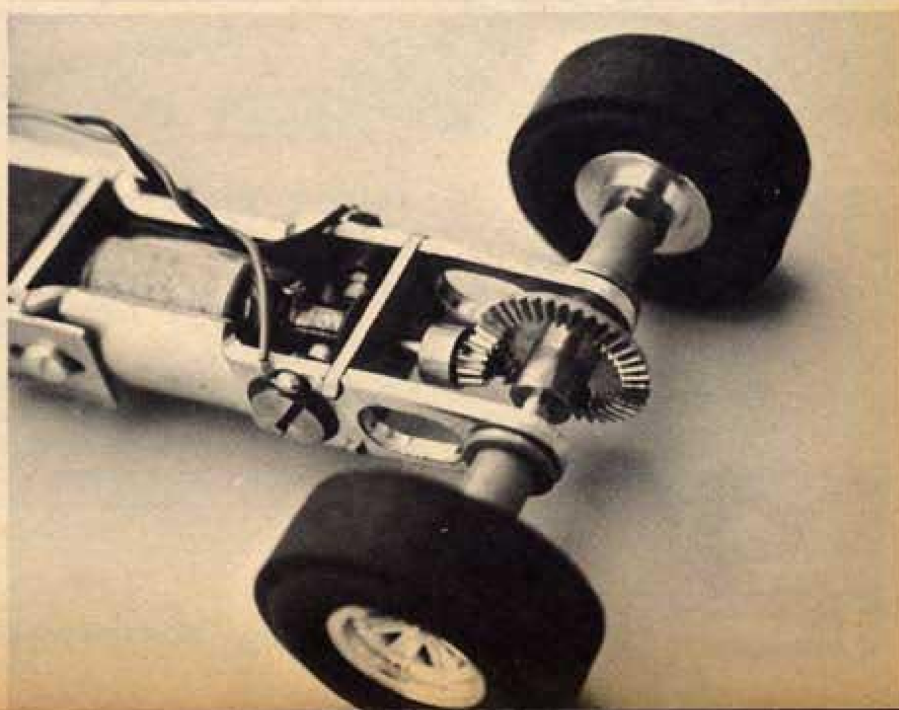
You haven't lived until you see this ripper jump out of a corner! With a 4:1 gear ratio and torque on tap like this big inline motor has, acceleration is stupendous. Braking is too! You can imagine what kind of laps you can turn with this combination.

The wheel inserts are beautiful. The tires are soft, front and rear, and could use more detailing. I would also prefer hard tires up front.

The instruction sheet is a model of simplicity, and it gives you some vital information about the real car which makes it easy for the tech-inspectors to do their job. No need to leaf back through old issues of Road & Track to check out wheelbase, tread, etc. Why

Looks strange doesn't it, after all of the tincans on the market! Isn't that a rather "healthy" looking inline! It hides ball bearings deep inside that armature wire!





The bevels will tickle any mechanically minded enthusiast. Set these up correctly, and they'll wear nearly forever, without wearing out. And they're efficient!

"F-A-S-T"



don't all of the manufacturers do this?

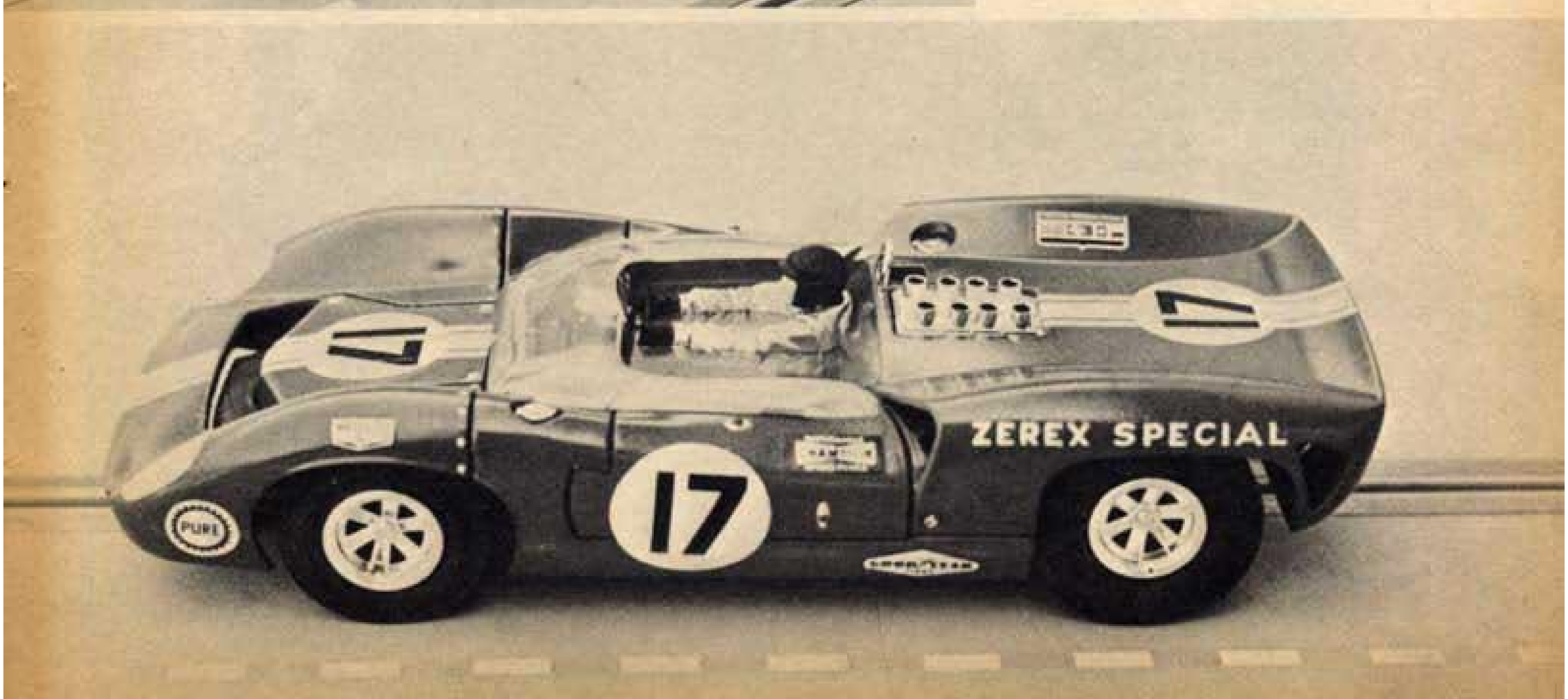
And Atlas gets a warm "thank you" for their use of long pins on all plastic parts that attach to the basic body shell. No glue "footprints" trailed across windshields here! Just stick the pins into the body, flip it over, and seal it underneath with a soldering iron. And it's there to stay too! You could roll a car for the full length of a straight without using up mirrors, gas filler caps, etc. Here again, why don't the other manufacturers follow suit?

The price of either of these 1/24 scale kits is just $9.98. When you consider the ball bearings and brass bevels, it really seems like a bargain. Take my word for it fellas, it is!

The Lola T-70 really "turned me on"! With looks like this, to match "go" on tap, it's a real contender. And it won't look like every other car on the track either.

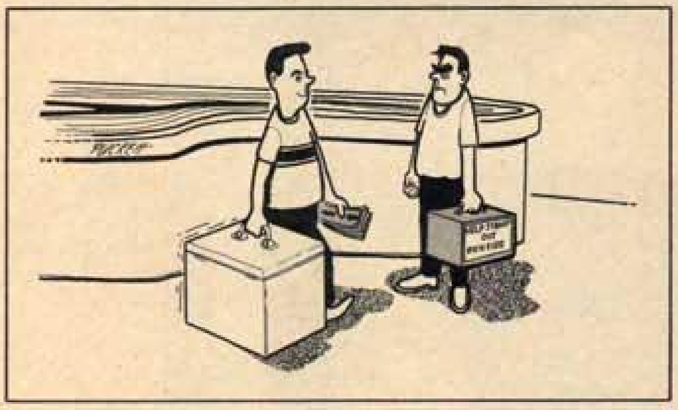


A load of decals looks good on a car like the T-70. Ever watch a big one run? They look like a rolling billboard! Advertising space comes pretty "dear," we'll bet!



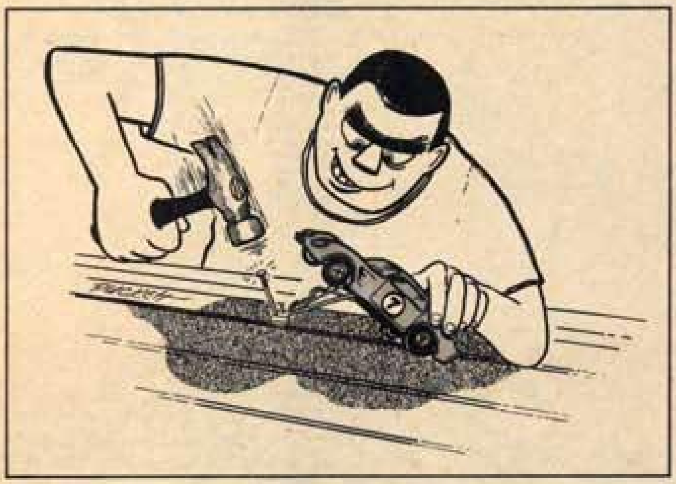
Out Of Control

A LIGHTER LOOK AT THE
WACKY WORLD OF SLOT RACING

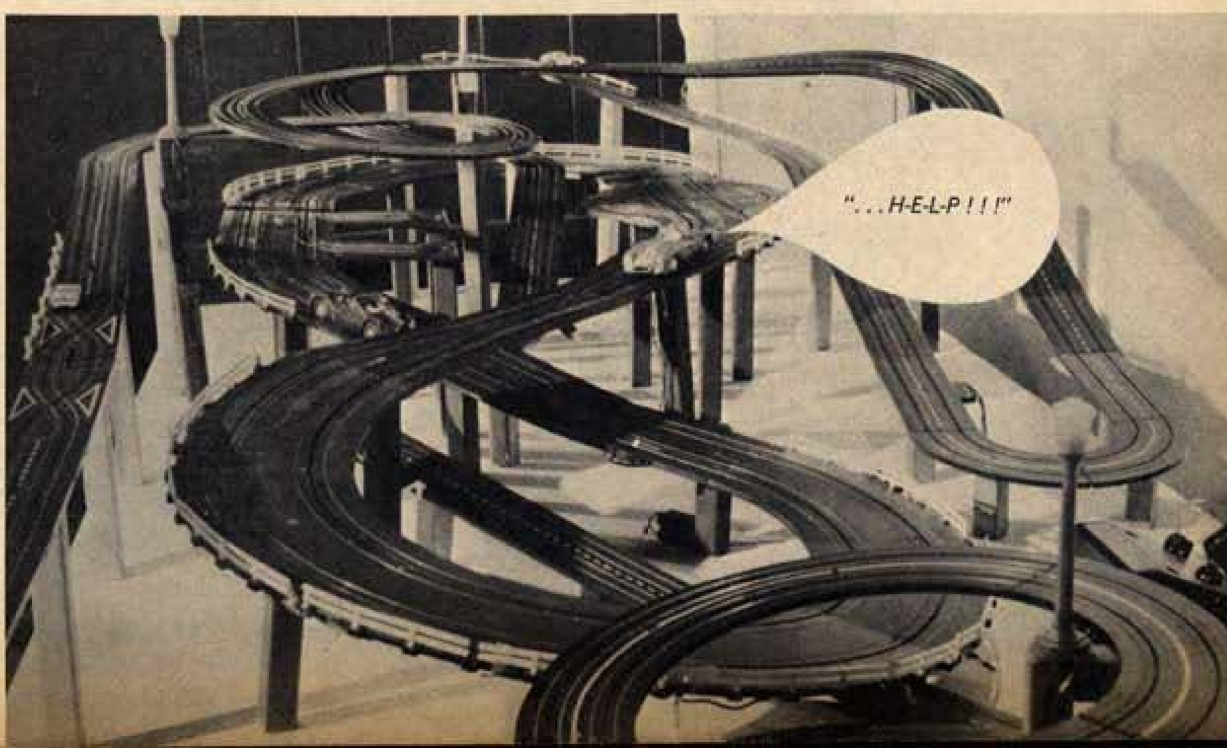




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CM450
3 VOLT MOTOR

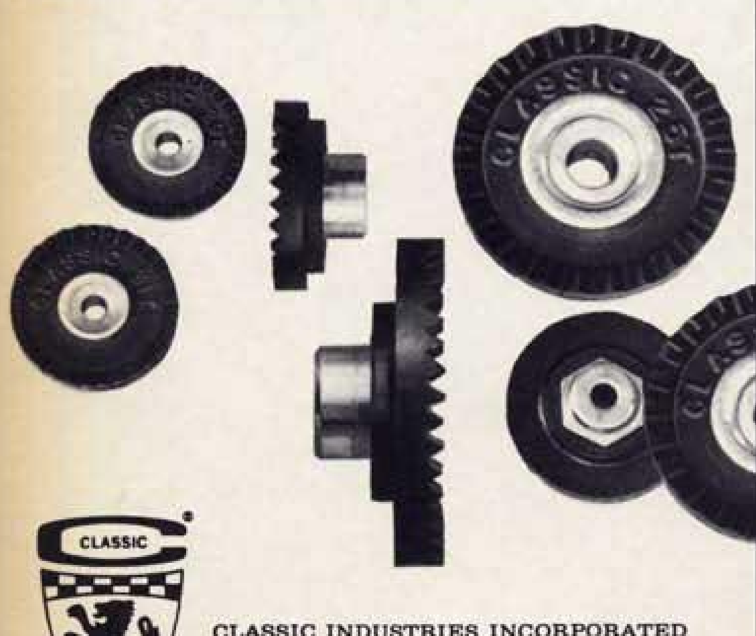


CM460
3 VOLT MOTOR



CM470
3 VOLT MOTOR

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